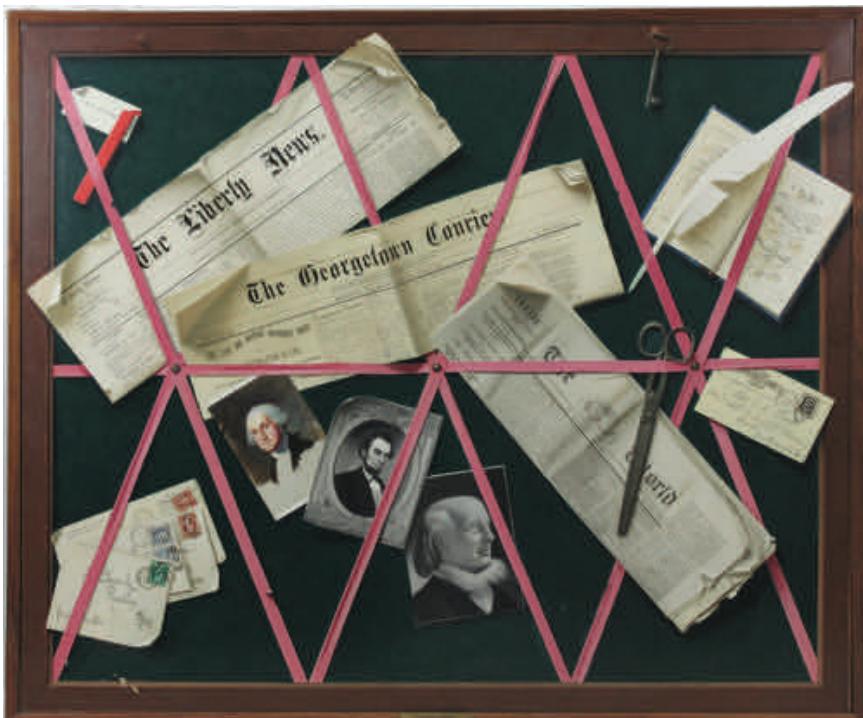


Postal History Journal



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Confederate Route Agents

Southeastern Alberta DPOs

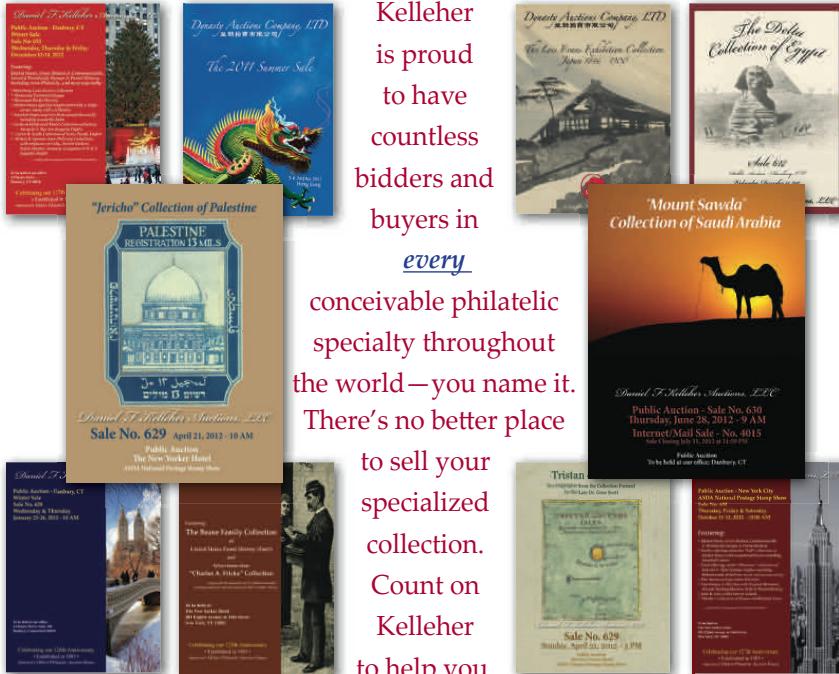


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CONTENTS © Copyright Postal History Society 2014

RESEARCH FEATURES

WHERE are the CONFEDERATE ROUTE AGENTS?

by Douglas N. Clark 2
POST OFFICES and DE-POPULATION, Part One ... Extreme Southeastern Alberta, Canada
by Dale Speirs 9

The AMERICAN ANTI-NAZI BOYCOTT 1933-1941

by William Velvel Moskoff 16
RUSSIAN INFLUENCE in FINLAND 1870-1917

by Jorma Keturi 21

TRANSATLANTIC AIRMAIL SERVICES 1928-1945, Part 2: Catapult, Zeppelin, British Airways
by David Crotty 28
COVER ILLUSTRATION 8

REVIEWS & COMMENTARY

Arrivals and Departures of ITALIAN STEAMERS a review by Joseph J. Geraci 48
AMERICAN POSTAL HISTORY in OTHER JOURNALS by Douglas N. Clark 36
FOREIGN POSTAL HISTORY in OTHER JOURNALS by Joseph J. Geraci 49

SOCIETY FORUM

PRESIDENT'S MESSAGE, Joseph J. Geraci 60
POSTAL HISTORY SOCIETY OFFICERS and BOARD of DIRECTORS 20
Postal History Society AWARDS 2013 by Alan Barasch, January to August 15
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Where are the Confederate Route Agents?

by Douglas N. Clark

The title question reveals one of the most important problems in U.S. railroad postal history, and, perhaps, in Confederate postal history.

Route Agents

Route agents were post office employees who had charge of the mail carried on trains (or steamboats). They attended the sacks of letters, sorted the mails for stations along the route, and received mail from stations and from individuals. They postmarked letters that were not cancelled when they received them. They were the only persons authorized to postmark mail on trains until, in 1864, they began to be replaced by Railway Post Office (R.P.O.) clerks.

The principal difference between route agents and R.P.O. clerks seems to be that R.P.O. clerks did more extensive sorting of letters addressed to post offices beyond the route. This seemingly minor difference is important to collectors, because the postmarks distinguished route agents from R.P.O.s. Route agent postmarks have the designation R.R. or Agent, following the railroad name or the route terminals; R.P.O. markings, except for a few late uses of route agent markings, invariably contain the letters R.P.O.

The post office department signed contracts with the railroads (the *route agent contracts*), requiring special cars, or spaces in cars, to be provided for the route agents and the mail in their care. The route agents themselves were always post office employees.

Since the first railway post office was established (in the north) in 1864, only route agents need concern us here.

Antebellum Route Agents

Before the war, covers postmarked by southern route agents are not hard to find, in the sense that postmarks of a majority of the railroads are known. A representative collection of route agent postmarks from the southern states can be formed; Figure 1 illustrates a sampling.

The majority of early route agent markings show the terminals of the route but some (as the Western & Atlantic RR and the East Tennessee & Georgia RR markings in Figure 1) show the railroad company name.

Confederate Route Agents

With the start of the Confederate Postal System, all this changes. Suddenly almost all route agent postmarks disappear.

We know that there were Confederate route agents. In a May 13, 1861 proclamation, C.S.A. Postmaster General Reagan announced that he was reappointing all currently serving route agents.¹

Figure 2 illustrates a contract between the Postmaster General of the C.S.A. and the Atlanta & West Point Railroad Company. The contract reads, in part: "...the mail shall be conveyed ... in a separate and convenient car, or apartment of a car, suitably fitted up, furnished, warmed, and lighted, ...for the assorting and keeping safe of the mails, and for the exclusive use of the Department and its mail agent, if the Department shall employ such agent ..."



Figure 1. Antebellum route agent covers of Augusta & Atlanta, Western & Atlantic, Macon & Montgomery, Atlanta & Montgomery, and East Tennessee & Georgia railroads.



Figure 2. Route agent contract between the C.S.A. and the West Point Railroad Company.

There are, in fact, a few Confederate route agent markings. Figure 3 shows one from the period of use of U.S. postage in Confederate Texas, a cover written up by Charles Towle.²

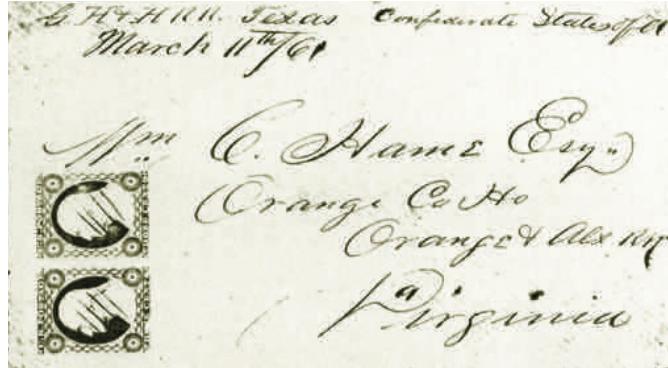


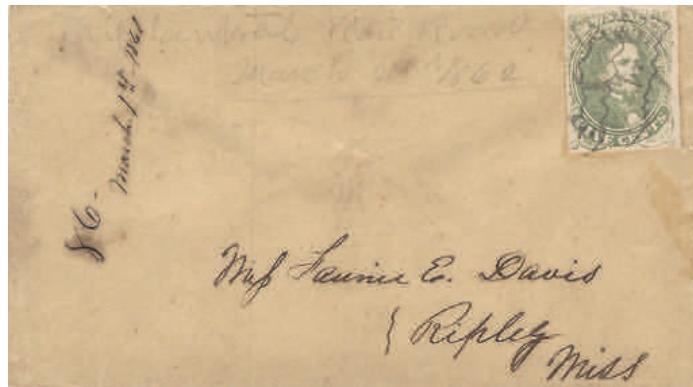
Figure 3. G.H.& H.R.R.
Confederate States of
America (Galveston,
Houston & Henderson
Rail Road) marking.
March 11, 1861.

A Confederate route agent postmark which has been seen on several covers is shown in Figure 4. The line is Alabama & Tennessee Rivers Railroad, from Selma to Talladega, Alabama.

A third Confederate route agent cover is shown in Figure 5. The postmark reads "Miss. Central Rail Road/March 20th 1862" in pencil. Docketing in ink reading March 14, 1861 is obviously in error. There is no enclosure in this envelope and so it is difficult to determine the origin and hence its route. The Mississippi Central Railroad, from Jackson to Canton,

Miss., did not have a (U.S.) route agent contract until August 4, 1865, but the C.S.A. post office department may have issued one before that.

Figure 4. Alabama & Tennessee Rivers R.R. March 24, 1862. [Schuyler Rumsey Sale 34, lot 3165]



The Dietz catalogue of 1986 lists six postmarks, including the Alabama & Tennessee Rivers Railroad marking in Figure 4, that appear to represent route agents.³ Even several of these raise questions as to their Confederate use.⁴

The 2012 *Confederate States of American Catalog and Handbook* does a good job of cleaning up the list of railroad markings list of the 1986 catalogue.⁵ Only the Virginia & Tennessee Rivers R.R. and the Western North Carolina R.R. route agent handstamps are listed. No manuscript markings are included.

Station Agent Markings

Many comprehensive collections of Confederate postal history contain one or more station agent covers. Such postmarks contain the name of a railroad and also the name of a town. An example is shown in Figure 6. Because the name of a station is included in the postmarks, these were unquestionably applied at those towns and not by route agents on the trains.

Exactly what the functions and duties of the station agents were is not clear, as their responsibilities are not spelled out in the *Postal Laws & Regulations*. Charles L. Towle made the case that the markings represent postmarks of town postmasters who happened to have access to the railroad station handstampers, quoting Elliott Perry as asserting that they ought to be referred to as "Ticket Office Town Cancellations."⁶



Figure 6. Station agent postmark of Estell Springs, Tenn. on the Nashville & Chattanooga Rail Road. [Schuyler Rumsey Sale 34, lot 3166]

Concerning station agents, I have previously illustrated an Illinois Central Railroad station agent postmark of Sublette, Ill., on a drop letter that clearly was not carried by the Illinois Central or any other railroad.⁷ (The use is, of course, not Confederate.)

Whatever the nature of the station agent really is, it is quite different from the route agent.

Post War Railroad Markings

After the war, and after the railroad lines destroyed by the Yankees were rebuilt, route agent postmarks reappear, but not the pre-war handstamp types. Figure 7 shows examples of three route agent markings applied soon after postwar rebuilding. The first two, Augusta & Atlanta (Georgia RR) and Western & Atlantic RR (Atlanta to Chattanooga) are of a quite different style than their pre-war counterparts in Figure 1. The third (South-Western RR) is of a provisional nature, probably put together from a local printer's type. This railroad used several pre-war handstamps, with larger dials. The Macon & Montgomery RR marking in Figure 1 is one.



Figure 7. Post-war route agent covers of Georgia Railroad (Augusta to Atlanta), Western & Atlantic Railroad (Chattanooga to Atlanta) and South-western Railroad (Macon to Albany).

The early 1860s was a time of change in postmark types in the north as well as the south. Larger diameter date stamps from post offices and route agents gave way to smaller ones. But in the north, some route agents (and post offices) continued using the same handstampers they had been using. However, I have seen no southern antebellum route agent handstamps continue after the war.

Where are the Confederate Route Agents?

So we see that route agent markings in the Confederate states, with a few exceptions, disappear as the War begins.

During the period June to October, 1861 (the Confederate stampless period) the disappearance can be explained. The postal laws stated that route agents could not accept letters paid in cash, although they could sell stamps. Confederate route agents in the stampless period could, therefore, accept only unpaid letters. But unpaid letters, which could only be sent by soldiers, are rare in this period. But why, after that, do we see almost no railroad markings?

We might expect to find an order from the Postmaster General instructing all route agents to refrain from postmarking mail. This could be in the form of a letter to route agents. Or it could be that a post office official traveled around the Confederacy confiscating route agent handstampers. This would explain why none of the antebellum route agent handstamp types reappear after the war. So far I have encountered no documentation of any such actions. I am hoping that researchers of Confederate documents will turn up the answer.

Endnotes

- ¹ A. Dietz, *The Postal Service of the Confederate States of America*, Dietz Printing Co., Richmond, 1929, 18.
- ² Charles Towle, "A Confederate Route Agent marking," *Chronicle of the USPCS* 37 (February 1985), 56-57.
- ³ H. Skinner et al., *The New Dietz Confederate States Catalog and Handbook*, Bogg & Laurence Publishing Co., Inc., Miami, 1986.
- ⁴ D. N. Clark, "Railroad Postmarks on Confederate Mail," Parts 1 and 2, *Transit Postmark Collector* 42, No. 2 (January-February 1991), 27-28; No. 3 (March-April 1991), 54-56.
- ⁵ Patricia A. Kaufmann, Francis J. Crown, Jr. and Jerry S. Palazolo, *Confederate States of America Catalog and Handbook of Stamps and Postal History*, Confederate Stamp Alliance, 2012.
- ⁶ Charles Towle, "An important discovery in railway postal history," *Chronicle of the USPCS* 34 (May 1982), 135-141.
- ⁷ D.N. Clark, "A 'Railroad' drop letter," *Chronicle of the USPCS* 40 (May 1988), 133.

For Further Reference: Charles L. Towle, *U.S. Route and Station Agent Postmarks*, Mobile Post Office Society, Tucson, 1986. And Towle with Fred MacDonald, *U.S. R.P.O. Postmark Catalog, 1864-1977*, Mobile Post Office Society, 2001.

Editors' Afterword

Doug Clark's challenge to the postal historians of Confederate States philately is well aimed. The prevailing wisdom (see Patricia A. Kaufmann, Francis J. Crown, Jr. and Jerry S. Palazolo, *Confederate States of America Catalog and Handbook of Stamps and Postal History*, Confederate Stamp Alliance, 2012, the introduction to the section of Confederate Railroad Markings, pages 463-7) is that not only did the Confederate States Post Office Department model its administration on the United States postal system but it also continued its practice. Yes and no

The South had consistently voted against postal reform in the antebellum period. Given its own governance, the South counter-reformed its postal system: rates were raised, service reduced, routes abandoned, offices closed. Letters within a state were to be mailed direct, not posted to the rail line: the post office department took over mail messenger service that had previously been included in railroad contracts. The department had largely lost control over the railroad schedules - its climax carriers. All these would be factors affecting the prospect of loose letters reaching a railroad mail. The Route Agent, himself, was given extra duties, was underpaid and, no doubt, demoralized. (See our article, "Newspapers and the Postal Business of the Confederacy" *PHJ* 156, pages 29-37, especially the "Special Notice to Route Agents" circular of June 10, 1863.)

For reference, we are all indebted to Theron Wierenga for publishing in 1979 the two volumes of reprints, *Official Documents of the Post Office Department of the Confederate States of America*. Mention should also be made of the chapter on Confederate Postal Legislation contributed by William Carlos Stone to the 1929 Dietz handbook.

Douglas N. Clark is President of the Mobile Post Office Society and the Georgia Postal History Society and Vice President of the Postal History Society. This article is based on a presentation he gave at the Seventh Postal History Symposium in November 2012, co-sponsored by The American Philatelic Research Library, The American Philatelic Society, and the Smithsonian National Postal Museum.

COVER ILLUSTRATION: Oil painting, *Trompe L’Oeil* by S.F. Clayton, 30 x 36 inches, property of the James S. Copley Library auctioned as lot 500 by the Hudson N.Y. auction house, Stair, on June 23, 2012. This genre of ‘fool the eye’ painting has a long history on canvas (and a longer one in murals and mosaics) and letters have traditionally been among the objects depicted. The size, and flatness, of such three-dimensional objects commend them, but also their quotidian nature. Artists often arranged objects as though held in place by the ribbons of a letter board, as in this painting. Believed to be 19th century, this must be 20th century, as the fourth envelope, from the Department of Justice, in the stack at lower left bears a 2 cent carmine stamp of 1903. The envelope overlapping it is franked with a 2 cent red brown issued 1883 (the cancellation is 1885); the next overlap is franked with two 1 cent ultramarines issued 1870 (the cancellation is October 5, 1883); and the top envelope was ‘mailed’ on October 1, 1883, the very day that the 3 cent green was no longer necessary with the rate change to 2 cents. The postal card at right is the 1875 issue. The overall thematic intent appears to be a celebration of the American presidency involving references to several decades. George Washington is depicted in a rendition of the unfinished Gilbert Stuart portrait of 1796 but also referenced by an issue of *The Liberty News*, published in Liberty, Virginia, July 21, 1871. Abraham Lincoln is depicted in a photograph of the mid 1860s that was widely reproduced as a souvenir and he is referenced by the issue of *The Georgetown Courier*, published in D.C. April 9, 1870. Horace Greeley’s photograph appears in perhaps ironic proximity to a July 25, 1865 issue of *The World*, published in New York and competition for his *Herald*. In 1883 *The World* was purchased by Joseph Pulitzer and, as some of the postmarks illustrated are also 1883, this event is perhaps the key to the whole composition. Pulitzer was a staunch Republican until the party’s nomination of Greeley for the Presidency failed in 1872. Details of the painter are unknown, except for what he supplies here – a letter addressed to him in Reading, Mass. and an 1832 copy of *The Art of Short Hand Writing* by M.T.C. Gould. Perhaps the last item is an invitation to the viewer to ‘read’ the short hand images?

Post Offices and De-Population

Part One: A Case Study of Extreme Southeastern Alberta, Canada

by Dale Speirs

In the southeastern corner of Alberta where the Saskatchewan and Montana borders meet is the driest area of the Canadian prairies, a shortgrass and sagebrush area that is semi-desert. The land is treeless and relatively flat, although the creeks wind their way through ancient glacial meltwater channels that are many times wider and deeper than the creeks today. The Mounties¹ passed through in their epic long march of 1874 when the land was in a dry cycle and suffered terribly from the heat and drought. In the early 1900s, the first settlers began arriving. It happened that the area was going through a wet cycle at the time, so they were encouraged. The Dirty Thirties and subsequent droughts drove away most of them, and the land is now about as thinly populated as it can be without actually going to zero.

There never were any villages in this corner of Alberta, and the post offices were in houses or occasionally a crossroads store. Nor were there any major businesses, but the Canadian federal government had two operations that provided some non-farm employment, which were an experimental farm and a Customs post on the border. The Dominion Experimental Farm went through many name changes, and I will refer to it as the Research Station, as most of its titles had those words. In 1926, a Customs border crossing was established at what was originally called Sage Creek but changed its name to Wild Horse when the crossing opened. The only post offices were Comrey, Onefour, and Sage Creek/Wild Horse.

Figure 2: A 1967 map of the area modified by the author to show the post offices.

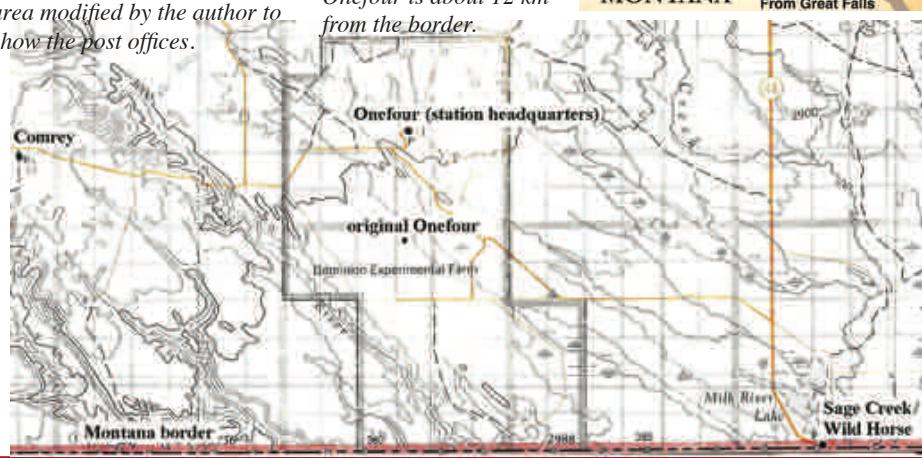


Figure 1: A modern map of Southeastern Alberta. Onefour is about 12 km from the border.



Originally the Mounties carried the mails through the area as a courtesy when they came through on patrols. Some settlers used Oldham, Montana, as their mailing address and went across the border occasionally to pick up their mail. Beginning in 1910, when the first post office opened, local residents acted as mail contractors. The nearest distribution point was Seven Persons, 120 kilometers due north of Comrey.

In 1917, the railroad came through Manyberries, about one-third of the distance to Seven Persons, so the mail route switched there. William C. Trainer was the courier for eighteen years for the entire route from Manyberries to Comrey to Onefour to Wild Horse, a four-day round trip. He stayed with postmasters en route. On one trip he arrived at Onefour to find the postmaster Alec Carlson lying dead on the floor and some potatoes boiling on the stove. Carlson had died of a heart attack, probably less than a half hour before Trainer arrived.²

Comrey

In 1909, Columbus M. Larson homesteaded about twelve kilometers north of the Montana border, and soon started a store and post office, both of which shared a room in his house. The post office name of Comrey was an acronym of the names of the first six homesteaders in the district: Columbus Larson, Ole Roen, Mons Roen (brother of Ole), Sam Rolfson, John Evenson (brother-in-law of Larson), and Edward Yeager. The Comrey post office opened on April 1, 1910 with Larson as postmaster and Evenson as the mail courier.³ Settlers then switched their mailing addresses from Montana to Comrey. Once a month Evenson would make a two-day round trip to Seven Persons. Larson gave up the postmastership on December 8, 1916, sold the ranch, and moved to California.

Nels Olson and Irving Sipe bought the place, with Sipe becoming the new postmaster until February 15, 1918. He was also the local barber and butcher. The mail courier was Martin Luther Houger, who had arrived from Wisconsin in 1910. He had a team of mules that took four men to hitch to the wagon. They would hold the mules until Houger was braced in the wagon and had the reins, then release the team. Oldtimers asserted that the mules would instantly bolt full speed down the trail, and it wasn't until they had run about five miles that they were winded enough for Houger to control them.² Houger originally made the mail pickup at Seven Persons but switched to Manyberries when the railroad arrived.

Houger took over the postmastership from Sipe and held it until August 3, 1928, when he returned to the United States. His son John Bidwell Houger, usually known by his middle name, remained behind, taking over the ranch and the post office. He was postmaster only for a short time, until April 16, 1929, but stayed on the farm and two decades later was to take up the postmastership again. Alton Prouty started a crossroads store at Comrey in 1929 and sold it a year later. He was postmaster for two months in 1929. Mrs. Carrie Nelson took over the post office in her house from September 24, 1929 until her husband Oscar got the job beginning June 1, 1934 and lasting until May 14, 1941.

Prouty tried another store elsewhere in Alberta after selling the Comrey store but it failed due to a smallpox epidemic and he lost everything. He came back to Comrey and did odd jobs. He married Bessie Britney in 1936 and they rented the Bill Olson farm. The Olson and Prouty families were interconnected. Bessie took over the post office



Figure 3: Proof strike of the Comrey split-circle postmark.

from Oscar Nelson until March 30, 1944, when the Proutys moved to British Columbia. Alton's brother Edgar Ole Prouty then became postmaster until August 15, 1945. From there, Mrs. Annie Olson kept the post office in her ranch house until September 8, 1948 when she moved to Manyberries.

The next postmaster was William Gazdag, who had come to Canada in 1933 from Czechoslovakia. He moved around Canada and then served in World War Two. After the war, he settled in the Comrey district and succeeded Annie Olson as postmaster, serving until August 5, 1953. After him, Bidwell Houger returned to the job after a two-decade lapse, serving to April 19, 1958. The final postmaster was Mrs. Emma Loraine Gazdag, known by her middle name, who was the niece-in-law of William. The post office permanently closed on June 27, 1968, and the district was henceforth Manyberries Rural Route #1. The closure was due to a combination of depopulation and good roads. What once was a four-day round trip to courier the mail could now be done between breakfast and supper by automobile.

Onefour

On May 1, 1913, a post office opened on the ranch of Thomas L. Duncan. It was named Onefour because the ranch was in Township 1, Range 4, West of the 4th Meridian (the Alberta-Saskatchewan border). Duncan also kept a small store in his house. He was the timekeeper for the entire district since he knew how to calculate the correct Alberta Mountain Time by marking when the sun was directly overhead and adding a certain number of minutes based on the longitude of his ranch. The other residents could then set their watches by his. In rural areas where there were no railroad or telegraph stations, and radio broadcasting wouldn't begin until the late 1920s, there was no other way for homesteaders to keep clocks on the correct time.²

Duncan was succeeded by Axel Carlson on September 11, 1928, who actually died in office, not just figuratively, on December 19, 1939 when the mail courier found him dead on the floor from a heart attack. Carlson had no family, and was buried in the Comrey cemetery on Christmas Eve. Mabel Wetherelt was the next postmaster. She and her husband James had homesteaded in 1910 at Onefour. She retired from the post office on October 31, 1949, and eventually moved away. The post office then moved to the Research Station where it stayed thereafter. The station is located in Township 2, Range 4, so for the last few decades of the post office it did not live up to its name.

The Dominion Experimental Farm, as it was originally called, was established in 1927. The location was specifically chosen because it was the driest location on the prairies, and the purpose of it was to test methods of growing dryland crops and irrigation. Over the years as settlers gave up and sold out, the Research Station, as it became, bought their land and expanded to enormous proportions. In time, the only significant population in the area were the staff of the station, so the post office moved there. Some of the staff were from local farms, but many positions were technical or required skilled or semi-skilled labor from outside who needed a place to live. The station developed a hamlet of staff quarters, school, post office, and a small store, the only difference being that it was not a hamlet with a democratic government but under the nominal authority of the Superintendent. By the 1980s, budget cuts and the lessened need for research information had reduced the station to a sub-station of the Lethbridge Experimental Farm, and the staff dwindled away.



Figure 4: An envelope exhibiting the original postmark of Onefour used as late as 1980. This is a prepaid envelope used for water level surveys of streams, with a July 1979 meter mark to prepay the cover but it was not actually returned until October 1980. It seems likely that the Calgary head office sent a year's supply of envelopes and blank forms. Since the Research Station was in charge of its own post office, the late date on the meter would not have been queried, and the Calgary posties would not pay any attention at their end.

Dr. Hobart Frank Peters, who had become Superintendent of the station in 1947, took over the post office on November 1, 1949. Thereafter all postmasters were either staff or spouses thereof. Alfred Robert Moench held the position from June 1, 1950 to May 5, 1954. He was followed by Miss Alice Elsie Schneider, a stenographer and clerk, who a few months later became Mrs. Wade and kept the job until April 7, 1959. Mrs. Helen Anna Martin was the next postmaster until May 26, 1964. Mrs. Betty Pearl Foster, who taught school at the station, took over the postmastership. The Wetherelt house was moved to the Research Station for the Fosters, and the post office was kept in a front room. The Onefour post office then enjoyed a succession of staff wives as postmasters. Mrs. Marlene White was in charge of the post office and the store from September 1, 1970 until August 13, 1971, then Mrs. Linda Wuerfel until October 25, 1975. Mrs. Helen Gunn was the penultimate postmaster, and finally Mrs. Gerianne Ross, wife of the Station Manager. The post office closed permanently on February 4, 1989 and the Research Station is now only a shadow of its former glory.³ Thereafter the mail was delivered as part of Manyberries R.R. #1.

Sage Creek/Wild Horse

Sitting right on the Montana border and its only purpose today a very low-traffic Customs border crossing, this post office opened in 1913 as Sage Creek. The native tribes that traveled through the area referred to it as Wild Horse because of the herds of feral horses that gathered near a lake in a land where open water was scarce. At the time the post office opened there was already another Alberta post office east-northeast of Edmonton called Wild Horse, so the southern locality was instead named after the creek which was in turn named after the sagebrush rangelands of the district. Postmark collectors should be careful that they distinguish between the two Wild Horse post offices. The northern one existed from 1908 to 1914, when its name was changed to Ballantine. The southern one, discussed here, began in 1926.

Charles Hawley, an ex-U.S. Cavalry scout, homesteaded along the border on the Canadian side. The post office opened on June 1, 1913 as Sage Creek and was located in his ranch house until he resigned his position on June 22, 1923.

The next postmaster was Joseph Byron (Barney) Simpson, who had come out west from Ontario with his brother Ernie. They both settled on the Montana side of the border, but Barney moved north in the early 1920s. Ernie stayed on the American side and later was postmaster in succession of Oldham and Simpson post offices in Montana, the latter named after the brothers.⁴

In 1925, the Canadian federal government noticed that ranchers were criss-crossing the border without any formalities, so they opened a Customs post. The Sage Creek post office moved off the Simpson ranch to the border post and re-opened on January 20, 1926 as Wild Horse. By that time the other post office had changed its name. Both the bureaucrats and the local residents preferred the native name and so the change was made. The Customs officer was Reginald S. Yates and he was made postmaster ex officio. The Hawley house was moved to the crossing and became the residence of Yates and his family, as well as the post office and Customs (see Figure 7). There were seldom more than a half-dozen vehicles per day crossing the border in that remote location, so Yates did not have a stressful job. He stayed there for three decades, no doubt enjoying the peace and quiet of what was a cushy sinecure, and retired on March 22, 1955 as postmaster and Customs officer. He was succeeded as postmaster by Mrs. Hilda Hanna Dobson, wife of the new Customs officer. On June 27, 1968 the post office permanently closed for lack of business and the crossing became the terminus of Manyberries R.R. #1. The Customs post still operates today, but the mail route now terminates at Onefour.



Figure 5: Proof strike of the Sage Creek split-circle postmark.



Figure 6: Proof strike of the new name for Sage Creek, the Wild Horse split-circle postmark.



Figure 7:
Postmaster
ex-officio Yates
standing in
front of the
Hawley house.

Decline And Fall

During the Great Depression, the shortgrass prairies were stricken by a decade-long drought that depopulated southeastern Alberta and the adjacent southwestern Saskatchewan. Most of the farms reverted to rangeland, and crop farming was much reduced from the original optimistic cultivation of the pioneers. Throughout much of the prairies, a major decline in the number of post offices occurred because good roads centralized the populations. In southeastern Alberta though, it was the climatic change more than good roads that made the difference. Families held on as long as they could but by the 1940s it was a lost cause. The federal and provincial governments put the land back into grazing and it remains so today. Interestingly, because American farmers receive massive crop subsidies, the Montana side is cultivated right up to the border. Space satellite photos clearly show the 49th Parallel in this area. Figure 8 is a Google image showing the Wild Horse area, with strip farming (for erosion control) along the American side. The Customs post is located where Montana Highway 232 touches the border. On the Alberta side the highway takes a sharp bend west before turning north as Highway 41, also called the Buffalo Trail. Notice that the Montana strip farms define the border, while the Alberta side is open rangeland.



Figure 8: A Google map image of the Alberta/Montana borderland encompassing Wild Horse.

The 1916 Canada Census is the most recent available for analysis of the population in extreme southeastern Alberta. Federal law in Canada prohibits release of detailed house-by-house statistics until a century after a census. General details on a district-by-district basis are available for more recent censuses, but the problem is that county boundaries keep changing and include villages and towns such as Manyberries and Seven Persons, which makes it impossible to sort out present-day populations to compare with the pioneer days. The area discussed in this article is currently divided between Forty Mile County and Cypress County, neither of which existed back in pioneer days.

The 1916 Census, broken down by individual townships, shows the population of the Comrey-Onefour-Wild Horse area was 163, which was probably at or near its height during the wet years. As a workaround, I used the June 7, 2013 Householder Counts section of the Canada Post Website (www.canadapost.ca). These counts list all the postal routes and post offices in Canada and include the number of addresses that mail is delivered to on each individual route. The Manyberries Rural Route now has only two households listed for Onefour, one of which would be the Customs post. In short, the land is now almost completely empty.

To sum up, the settlement of this district and the opening of post offices was due to an erroneous idea by homesteaders of the climate because they happened to arrive during anomalous wet years. When the climate reverted back to the mean, it wiped out the economic basis of settlement and thereby shut down the post offices.

Endnotes

- ¹ The Royal Canadian Mounted Police (“Mounties”) was formed in 1920 by the merger of the Royal Northwest Mounted Police (founded 1873, given the prefix Royal in 1904) with the Dominion Police (founded 1868).
- ² Lanz, Olive, and Beatrice Kusler, *The Forgotten Corner*, 1990. Published by Forgotten Corner History Book Society, Alberta.
- ³ Library and Archives Canada (downloaded January 29, 2013), Post offices and postmasters. www.collectionscanada.gc.ca/databases/post-offices
- ⁴ Hughes, Neil, *Alberta Post Offices 1876-1998*, 1998. Privately published by the author, Edmonton, Alberta.

Dale Speirs, an active postal historian and researcher, is editor of the *Calgary Philatelist* (journal of the Alberta, Canada, philatelic society).

Postal History Society Awards for 2013, Alan Barasch

January	Southeastern Stamp Show	Larry Lyons	All roads lead to San Francisco: the private companies that carried the mail in the early West
February	ARIPEX	William J. Drummond	Foreign Air Mail Route 14: 1935-1941
February April	SANDICAL WESTPEX	Hugh Lawrence	Postal Rates during the Gold Yuan Era: the Chinese Hyperinflation of 1948-49
March	St. Louis Stamp Expo	Irv Heimburger	Mail from Evansville, Indiana, 1818-1932
March	TEXPEX	Vince King	Under Six Flags – expanding the mail service in Texas 1801-1865
April	Philadelphia National	David Pitts	Bermuda – Crossroads of the Atlantic – Routes: 1806-1879
April	Plymouth Show	James R. Pullin	Pioneer Steamers on the North Atlantic 1838 to 1846
May	NOJEX	Edward Grabowski	The Era of the French Colonial Group Allegorical Group Type Part II – New Caledonia & Dependencies and French Oceania
May	PIPEX	Vesma Grinfelds	Latvian Traveling Post Offices: Rates, Routes and Cancellations
May	Rocky Mountain	H. James Maxwell	Rates during the Post-War Chinese National Currency Era
May July	ROPEX Minnesota Stamp Expo	Gary G. Hendren	St. Louis Street Car Mail 1892-1915
June	COLOPEX	Ingert Kuzych	Lemburg – Cosmopolitan Crownland Capital of the Austrian Empire
June	NAPEX	Wieslaw Kostka	Kingdom of Poland study of rates for Stampless Mail, 1815-71
August	BALPEX	Alfred K. Kugel	American Intervention in Caribbean 1898-1934

“The Boycott is the Moral Substitute for War”: The American Anti-Nazi Boycott 1933-1941

by William Velvel Moskoff

The year 1933 was momentous—along with most of the rest of the world, the United States was mired in the depths of the Great Depression with unemployment just shy of 25 percent, Franklin Delano Roosevelt was sworn into office as President of the United States, and Adolf Hitler came to power in Germany. A dark foreboding descended over Europe when Hitler was appointed Chancellor of Germany on January 30, 1933 and about two months later the Reichstag voted to give him sweeping powers. Soon after Hitler came to power, German Jews began to be subjected to various kinds of persecution and violence carried out by the Nazi paramilitary group, the Sturmabteilung (SA), who were brown-shirted Nazi stormtroopers, and other vigilantes, taking advantage of the conditions of lawlessness and public disorder prevalent in Germany in early 1933. Jews of all social ranks were physically beaten by the SA in cities all across Germany, Jewish homes were looted and their businesses vandalized.

American Jews reacted quickly to the Nazi violence. The Jewish Sheltering and Immigrant Aid Society, a highly respected international aid organization, asked the Roosevelt Administration to ease highly restrictive immigration laws to make it easier for Jews who left Germany to find refuge in the U.S. All over the country, but especially in New York City, there were protest rallies. On March 27, 1933, there was a major rally in New York’s Madison Square Garden attended by 55,000 people, 20,000 of them inside Madison Square Garden and another 35,000 people jamming the streets outside the Garden. The crowd was addressed by New York Governor Al Smith, New York U.S. Senator Robert F. Wagner, Mayor John P. O’Brien, Rabbi Stephen S. Wise, Bishop Francis T. Manning of the Episcopal Diocese of New York, and William Green, President of the American Federation of Labor. Smith decried Hitlerism, comparing it to the Ku Klux Klan. The German Foreign Minister, in an angry and self-righteous declaration, condemned what he considered “the deliberate, sudden rebirth of the vilification campaign conducted during the World War against the German government.”

The question facing Jewish organizations was: How could the Nazis be stopped before matters become worse? A strategy that emerged very early and that most Jewish organizations supported was a boycott of German-made goods. An American boycott was first proposed by the Jewish War Veterans of America (JWV) at a meeting in New York’s Knickerbocker Hotel on March 19, about a week before Hitler was given dictatorial powers by the Reichstag. J. George Fredman, commander-in-chief of the JWV suggested “that a boycott of German goods be incorporated as an amendment” to the resolution being advanced for the March 22 rally in Madison Square Garden protesting Hitler’s anti-semitic policies. New York congressman and vice-president of the American Jewish Congress, William W. Cohen, said on March 20, 1933, “Any Jew buying one penny’s worth of merchandise made in Germany is a traitor to his people.” Rabbi Abba Hillel Silver said in September 1933, “In a way, this is a substitute for war; this is a moral substitute for war. That is what boycott is.”

It cannot be overestimated how firmly held was the belief that a well-executed boycott

would bring Hitler and the Nazis down in short order. Samuel Untermyer, the President of the Non-Sectarian Anti-Nazi League to Champion Human Rights, said in a speech he gave on June 27, 1933 that Jews “have an effective weapon at hand, by way of defense. That weapon, and our only weapon, is the boycott! It strikes in [Germany’s] weakest spot—their pocketbooks.” Two months later, Untermyer unrealistically conjectured that Germany would “crack this winter” if the boycott was carried out correctly. Even as late as March 1937, Dr. Joseph Tenenbaum, chair of the Boycott Committee of the American Jewish Congress, said that six more months of a boycott would put an end to Hitler.

After the Nazi leaders found out that the American Jewish Congress was going to call for a worldwide boycott of German goods, Hitler decided to have the Nazi party lead a boycott of Jewish businesses and medical and legal professionals in Germany on April 1. He was seeking to co-opt the radicals in the SA who reveled in violent attacks on the established order while at the same time keeping some control over the potential violence that might alienate the diplomats of other countries. According to Nazi Party instructions, it was to be a “gigantic popular movement...to boycott the Jewish stores of Germany in response to the boycott threats of international Jewry.” Although the Nazis planned for the boycott to last for some days, in fact it lasted for only a day, in part because of strong international protests over the their actions. Some Jewish stores were closed on that day, which was a Saturday, but large stores remained open and, in spite of the fact that Nazi guards were positioned in front of stores to prevent customers from entering, many did in fact go into the stores. In some places, their pictures were taken and published in local newspapers and they were identified as enemies of the people. Moreover, there were beatings of Jews on the day of the boycott and many Jewish-owned stores were vandalized. Shortly after the boycott of Jewish businesses was called off, on April 7, the government issued a decree excluding Jews from the Civil Service.

The German boycott had a traumatic effect on German Jews. The editor of a German-language Jewish newspaper described Jews as having been humiliated and “dishonored.” It was a clear indication “that this was a Germany in which they could no longer feel ‘at home,’ in which routine discrimination had been replaced by state-sponsored persecution.” The ugliness of the Nazi boycott of Jewish merchants and professionals had the effect of reinforcing the plans for an American boycott of German goods. And the U.S. was not the only country to carry out a boycott of German goods. Boycott organizations appeared in Poland, France, and Great Britain. In the U.S., organizations supporting the boycott included Jewish groups such as the Jewish War Veterans, the American Jewish Congress and the Jewish Labor Committee. There was little formal support from non-Jewish organizations, but a major supporter of the boycott was the American Federation of Labor.

The U.S. movement for a boycott tried to build public support for the action. At its New Jersey state convention, the Jewish War Veterans announced on May 3, 1933 that they would soon issue stamps “similar to Christmas seals” across the entire country. The seals, issued in 1933, bore the words, “For Humanity’s Sake, Don’t Buy German Goods.” (Figure 1) The rectangular shape of the stamps and its general resemblance to regular postage stamps led the postal authorities to ban use of the seals. Bertha V. Corets, the Boycott Chairman of the JWV’s New York Ladies Auxiliary and also



Figure 1.

National Boycott Chairman for the men's organization, engaged in a correspondence with the Post Office Department trying to persuade it to allow the JWV seals to appear somewhere on an envelope. But on at least two occasions she was rebuffed in writing by Post Office officials. In a January 13, 1938 letter from the Acting Third Assistant Postmaster General, she was told, "In answer to your letter of January 5, in further regard to stickers bearing the words 'For Humanity's Sake Don't Buy German Goods,' you are advised as stated in my letter of January 4, 1938, such stickers are in the form of and approximately the size and resemble some postage stamps, and under the Postal Laws and Regulations are not permissible on either side of mail."

In what initially appeared to be acquiescence to the unambiguous instructions of the Post Office Department, Corets wrote a letter to the members of the National Ladies Auxiliary of the JWV on February 4, 1938 which read, "Under separate cover we are sending you 50 books of Anti-Nazi stamps. I am suggesting that you place these on the letterhead in preference to the back of the envelope, for the reason that the envelope is thrown away, [but] when it is placed on the letter, it remains as a more or less permanent reminder; *unless of course, one desires to use two, one also for the envelope.*" (my italics) Corets not only did not tell her members that the U. S. Post Office specifically forbade the seals on envelopes, but she hinted, although she did not explicitly encourage, that a stamp be placed on the envelope.

Getting the word out, rather than making money was the clear goal of the JWV in producing the seals. In a January 27, 1938 memo sent to Post Commanders and Boycott Chairmen, Corets wrote, "Under separate cover I am sending you 50 books of Anti-Nazi Boycott stamps, which I would like you to place in immediate circulation.... While National is making no specific charge to the Posts for the stamps, it is hoped that that we will receive gratuitously at least ten cents per hundred to offset the cost of printing and mailing. Posts can sell the stamps for one dollar a hundred or whatever they wish, or give them away. The important thing is to get them in circulation."

A second organization issuing seals was the Joint Boycott Council established in 1936 as a merger of two existing pro-boycott organizations, the American Jewish Congress (AJC) and the Jewish Labor Committee (JLC). The AJC, led by Rabbi Stephen S. Wise, probably the preeminent leader of the Jewish people in America, first advocated the boycott in August 1933 and remained a strong proponent until the U.S. entry into the war in Europe made it moot. The JLC had been created in February 1934 as a response to the rise of Nazism. Its organizers were Yiddish-speaking trade unionists. The JLC was instrumental in persuading the American Federation of Labor (AFL) to become the first major non-Jewish group to support the boycott at its 1934 convention.

Figures 2 and 3 show seals that were first disseminated in 1937, both containing the name of the issuing organization, the Joint Boycott Council.

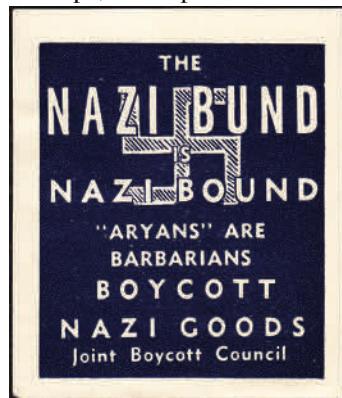


Figure 2.



Figure 3.

Figure 2 says that The Nazi Bund (that is, the Nazi Federation) is Nazi Bound. All those describing themselves as “Aryans” called barbarians and the explicit message is to “Boycott Nazi Goods.” Figure 3 shows a menacing pair of claw-like hands with the surrounding expression that, “While Nazis Rule, Don’t Buy German Goods.”

The stamp in Figure 4, whose date of issuance is unknown but is attributed by Mossbaugh to the Jewish War Veterans contains a more nuanced political message. It says that Americans should “boycott Hitler! not Germany.” The other seals we have seen call for action against Germany since it is the platform for Nazi activity and therefore no distinction is made between the actions of Germany and those of the Nazis—they are one and the same. But the stamp in Figure 4 says that the Nazis are the villains rather than Germany per se. This distinction is not without interest.

As we will see below, the Jewish

community was divided on the boycott question and distinguishing between the Nazis and Germany may have been a compromise gesture to the dissenting organizations. Note that the swastika on the seal is contemptuously drawn backwards and the Star of David as well as a tablet containing the Ten Commandments is displayed, the latter partially shielded by a symbolic Nazi hound from hell. Some seals supporting the boycott were issued by a few non-Jewish organizations.

The seal in Figure 5 is not listed in Mossbaugh’s catalog of Jewish seals and therefore may have been issued by one of these non-Jewish organizations. It should be noted that the call for a boycott was extended to include “Nazi and fascist” goods, thus going beyond a boycott of goods produced in Germany.

There are no data on the total number of seals supporting the boycott that were issued in the U.S. The National Boycott Committee of the Jewish War Veterans reported in 1938 that “thousands of stamps” had been “distributed throughout the country.”

Not all Jewish groups supported the boycott; indeed, the boycott seemed to split the organized Jewish community, with B’nai B’rith and the American Jewish Committee the two most notable opponents of a boycott. The American Jewish Committee spelled out its reasoning in a document that said the following:

- (1) An official boycott against Germany will immediately provide the pretext for further excesses against the Jews in Germany.
- (2) By entering on a boycott we may forfeit the friendship of Christians in many countries, including our own....
- (3) The boycott will lead to a general retaliation against Jewish business.

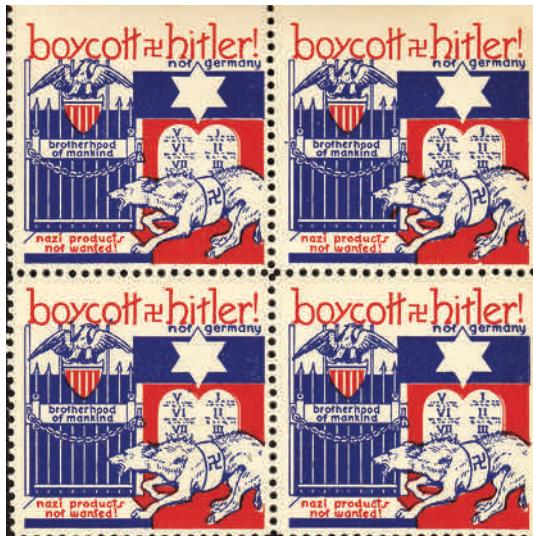


Figure 4.



Figure 5.

(4) The boycott is likely to stimulate anti-Semitic activity.

On many levels, we can conclude that the boycott did not work. Hitler's unrelenting pursuit of world conquest and the extermination of Europe's Jews did not stop until the war ended in 1945. The U.S. boycott that began narrowly in the American Jewish community never developed a national following or organization and there never was a broad, popular movement to boycott German goods. In fact, the American public largely seemed to ignore Hitler's war against the Jews. The U.S. Department of State opposed the boycott and President Roosevelt did not make a single public utterance about Nazi atrocities until after the shocking events of Kristallnacht in November 1938 when he ordered the recall of the American ambassador to Germany.

The American boycott of German goods officially ended in October 1941, eclipsed by the larger events of full-fledged war in Europe and the consequent rupture of all trade with Germany. The effort to organize a boycott was a noble but quixotic gesture, one that bespoke optimism untempered by reality, because the movement underestimated Hitler and overestimated its fellow Americans.

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Awards, continued:

August	StampShow	Larry Gardner	Morocco Foreign Post Offices and Agencies
September	INDYPEX	Robert S. Boyd	Pre-Civil War Postage Rates to the German States
September	Omaha Stamp Show	Robert D. Hohertz	Why was there a 1 1/2¢ Prexie?
October	OKPEX	G. Scott Ward	Use of U.S. Parcel Post Stamps 1913-1926
October	SESCAL	Richard C. Malmgren	Hawaiian Foreign Mail to 1870
November	Chicagopex	James R. Pullin	American Sailing Packets on the North Atlantic 1818 to 1840
December	FLOREX	Alfredo Frohlich	Panama – The Path Between the Seas

Russian Influence in Finland 1870-1917

by Jorma Keturi

The Use Of Russian Postage In Finland

Finland introduced its own postage in 1856 but nine years earlier the entires (envelopes with pre-printed monetary values) had been introduced. Finland's own currency did not appear until 1865. When Finnish postal officials in 1870 entered into negotiations with the Russian postal government concerning postal transport between the countries, significant discussions focused on using Russian postage in Finland.

The discussions resulted in a written agreement which noted in paragraph sixteen that Russian postage stamps could be used in Finland and Finnish stamps in Russia. However, this apparently meant only those postal items that the Russians sent from the Karelian Isthmus and from the Helsinki-St. Petersburg railroad stations to their homeland. This matter was reviewed in Finland's Senate where it was concluded that the postage stamp agreement could not be implemented as such. Alexander II approved the other sections of the aforementioned agreement, but left the postage stamp issue the Senate had introduced unratified. The incident can be categorized as the first subtle attempt at Russification of Finland's Post.

In early July of 1881 the postal order signed by the Emperor was implemented that dealt with Finland's internal postal service but did not cover the postal exchange between Finland and Russia for which separate directives were drawn up each time as needed. The stronger industrial and societal developments in Finland after the Crimean War would over the years require Finland's Post to implement more varied and efficient services than were made possible, in part, by the right obtained by Finland's Senate in 1885 to make changes in its postal organization independently of the Emperor.

Birth of The Postal Manifesto

The so-called Postal Manifesto, issued by the Emperor on June 12, 1890, decreed that Finland's Post was to come under the control of the Russian interior ministry as well as under the Post- and Telegraph main administration. (For financial reasons, the Post- and Telegraph administrations had been consolidated as early as 1884.) According to the Manifesto, instead of following local ordinances Finland's Post was to enforce the rules and regulations valid in the empire. Among the duties of the head of the Russian Post- and Telegraph was to inspect Finland's post offices and the director of the Post was named to that position by the Emperor on the recommendation of the Governor General of Finland. Of interest is that the 1889 Finnish postage stamp series was already printed in three languages. The immediate result of the 1890 Manifesto was the appearance of the so-called ring stamps on May 15, 1891, alongside the Finnish coat of arms stamps.

Russian postage was with certain restrictions valid also for the franking of postal items in Finland. The Russification continued with the changing of the Finland-postmarks



Figure 1: Russian postage stamps from 1876 marked at the Vyborg post office. Use of the stamps has heretofore been seen only in the area of the Karelian Isthmus.



Figure 2: The periodical “Fyren” issued a political cartoon (in Swedish) “Matuschka and the Finnish Post,” on the subordination of Finland’s Post and Telegraph to its Russian counterpart.

Figure 3: A Card from Finland’s Postmaster General informing about an impending inspection, August 23, 1894, by Russian authorities of the Tampere post office.

from two languages to three in 1893. The barring of the use of the Finnish coat of arms stamps in 1901 caused great emotional upset. In the opinion of Governor General Bobrikov, the coat of arms stamps were a symbol that both in Finland and abroad there was considerable misunderstanding about the Grand Duchy’s political situation. Otherwise the effects

of the Manifesto on the Post were minor. Actually, attempts to overturn the Manifesto or change its content caused more headaches for Finland’s Senate than anything else. The Finns considered the Emperor’s Russification actions unjust and a rescinding of the promises of previous rulers. The Russian authorities came to realize that not all of the objectives of the Postal Manifesto had been reached – apparent in the inspections of the post offices that showed scant use of the ring stamps. The total use amounted to only about 9% of the postage stamp sales in the entire Grand Duchy of Finland.



Signs Of Passive Resistance

During 1901, several kinds of postal items symbolizing passive resistance passed through the Post. The most apparent demonstration was the “Mourning Stamp” that was pasted next to the official postage, mainly on postal items abroad. The stamp infuriated Bobrikov, who ordered an immediate discontinuance of its use. A Gendarme Corps in Finland acted as the governor general’s troops of inquiry informing him in their monthly report about their observations. The head of the Finnish postal administration received many written notices about the spreading of these detested stamps by his postal service, and finally had to resign as matters became even more inflamed.

Another ‘thorn’ in the Governor’s side was the ‘enlightenment literature’ printed abroad. Of these a leaflet “Fria Ord” (free words) printed in Stockholm

Figure 4: When the stamps with the Finnish coat of arms became prohibited, after Governor General Bobrikov forbade their use entirely on postal items, the Hagelstam book store published the so-called Mourning Stamp, described in this newspaper advertisement: For Sale: The Finnish one (1) pennis coat of arms stamp is now available in the store and is a particularly appropriate decoration for all foreign postal items. Dealers buying in quantity receive a favorable discount. The stamp is sold for cash only consonant to the order, and the profit goes to support patriotic causes. The coat of arms stamp is a very saleable item to booksellers, rural traders, pharmacists, bakers, etc. Dealers, turn to: Wentzel Hagelstam, Helsingfors.



Figure 5: The Finns were quite inventive when it came to expressing their standing on Finland's postal matter. The imperial coat of arms and the Russian text is partly obscured by the line drawn beneath the upside down handwriting. [T. Termonen collection]

was the best known and distributed from hand to hand by the underground. According to a nameless informant's written account in the Archives, the leaflets had also been carried by the postal service in sealed letter envelopes.

The Finnish people considered Bobrikov the instigator of the Russian oppression. In 1904 he was assassinated. The Russo-Japanese War and the general strike riots that followed provided momentary relief for the Finns, but worse was to come with the Russification project begun in 1908 and fully delineated by Nicholas II in 1914. Finland's Post and Telegraph would have been merged into the Russian system were it not for the start of the Great War. President of Finland, J.K. Paasikivi, wrote in his memoir that if not for the war and Russia beaten, Finland would have faced ruin.



Figure 6: Russian postage became obligatory on mail abroad, and affixed in an unusual spot to demonstrate the sender's feelings about the kopek franking. [T. Termonen collection]

The Romanov 300-year Commemoratives in Finland

Russia on January 13, 1913 issued the Romanov Dynasty 300-year commemoratives, and Finland's Senate kept up correspondence with the empire Post- and Telegraph administration about the penni- and Fmk value overprinting in Finland. The Senate informed St. Petersburg that in its opinion it was inappropriate to have stamps with a text overprint on depicted likenesses of the Imperials as was the case with the Russian Levant commemoratives. In the opinion of the Senate committee it would have been more appropriate to print the denomination in Finnish currency on the stamp so that it did not reach onto the depicted likeness. Furthermore, there was a desire to print the stamps in Finland, since it had the needed tools and skills. But the Russian authorities had the final say by rejecting entirely the idea of making the so-called Finnish version. Yet, at the beginning of the anniversary year the stamp issue was still open as far as Finland was concerned, because the Senate had asked about the Bureau of Printing opinion and as a result proofs were made. Regardless of the Russification project, the Senate was being heard and apparently Finland's government officials were in a passive delaying mode about it.

It is surprising that the commemorative stamps for sale in Russia were not sent at all to Finland's Post, and that the distribution was by the Russian telegraph offices. Perhaps the reason for the unusual channel of distribution was that time simply ran out due to the handling by the authorities. Possibly the conflict between the Senate and the Russian postal officials about the place of printing resulted in Finland's Postmaster General, Pietari Jamalainen, not receiving any of the commemoratives even though he had asked for a delivery. The stamps eventually appeared in Finland's telegraph offices in mid-March 1913.

Figure 7: In early 1913 Russia issued the Romanov Dynasty commemoratives, here showing the likeness of Czar Nicholas II. Interestingly, the stamps were never delivered to Finland's Post for distribution.



The Emperor's Own Post Office in Finland

During the era of Finland's autonomy, the Russian Emperors and their families would several times visit various parts of the country, but mostly during summer vacations in the beautiful Finnish Archipelago, which provided a few reserved areas for the imperial navy entourage to drop anchor. One such place was named "Reid Schtandart" that according to a pilot station handbook was located in an area sheltered from the wind in the eastern part of the Gulf of Finland. The water way was deep and wide enough to allow the escorting war ships to get close to the Emperor's yacht. A shuttle boat carried the postal mail between the mainland and the imperial vessel, a magnificent 100-meter pleasure boat named "Schtandart" (Standard) for the use of Czar Nicholas II and family.

In order to secure the relaying of information, the Emperor had a telegraph and, from 1912, also a Finnish post office located some distance back from the Hurpu Pier. The telegraph and post office used a special date mark that followed the Finnish calendar, with text in Russian, (i.e. "Reid Schtandart,") and functioned as a branch of the Vyborg Post. The postal connection from Hurpu trip to Vyborg was made by boat, the "Sampo," where a postman carried the Emperor's mail. Further postal connections from Vyborg and back were handled by couriers traveling on postal trains.

The use of the "Emperor's" post office was rather brief; only during 1913-14 did it serve an imperial function, since the Great War ended the Czar's vacations for good. According to archival information, Nicholas II arrived on his yacht in the Kavo waters on July 22, 1913, and the voyage continued later on to Hanko for the 200-year anniversary celebration of the Riihilahti Sea Battle.

The Currency Stamps

In the Russian Empire, paper currency stamps resembling postage stamps were issued to replace the silver coins that the populace had hidden away as the Great War continued. In Russia the stamps were used beginning in 1915. In Finland, banks rather than the Post issued the stamps as they were replacements for coins. The currency stamps printed on thicker than usual paper so resembled postage stamps that the public started to paste them also on their postal items, which the Post accepted and forwarded. The Russian soldiers in Finland used these stamps on their letters home. Finland's Post, in its bulletin of October 1915, notified the public that currency stamps could be used in place of postage stamps for the franking of postal items. However, in December of that same year the postal administration declared that the stamps were not valid for postal use, which caused confusion among the public. For instance, a Russian officer from the minesweeper unit stationed at the Suomenlinna Fortress had tried to mail a letter to Russia franked with a 20 kopek currency stamp at a branch post office in central Helsinki, but the postal employee there had refused acceptance of the item. A letter was sent to the Governor General about the incident complaining of the rude treatment and ignorance, and he replied with a harshly worded letter of rebuke about such behavior. The Governor stated that the public had been informed about the matter in the official press, and that the Post had issued a circular where post offices were notified of the validity of the currency stamps along with the silver and copper exchange currency. The Governor added that the stamps had been made in the likeness of the postage stamps issued in honor of the Romanov Dynasty anniversary. The denominations were in the 20, 15, 10, 3, 2, and 1 kopek values with text related on the reverse side.



Figure 8: According to the text on the back of the currency stamps, these could be used in place of same value silver coins.

Figure 9: The Russian currency stamps were valid in Finland only during October 21, 1915-December 18, 1915. Here, a 20 kopek currency stamp was used on an inland parcel card apparently from a Russian hospital patient in Helsinki.

Postal Censoring in the Great War

The start of hostilities at the end of July 1914 impacted Finland's Post in many ways. In the early days of the war the railroads were jammed and suffered from a lack of equipment due to military transports that caused difficulties with postal car traffic. On the order of the Russian military officials, inspections of postal items were begun immediately and, although Finland was not a war zone, strict postal censoring was nonetheless introduced while both domestic and foreign postal items were inspected. Because of the war Russia's own postal connections on its usual routes were severed, which then caused a massive load of mail detoured via Tornio to Russia. When the censoring began in Tornio in mid-August, un-inspected mail began piling up so postal workers from various post offices around Finland were ordered to help reduce the jam. Postal employees censored the mail in ten inspection offices, while the postal administration became embroiled in a lengthy dispute over salary compensations because the Governor General was unwilling to use Russian funding for it. All in all, the advantages of the postal censoring were minimal considering the financial and emotional strain placed on the postal administration.



Figure 10: A letter seized by a Russian war censor, the reason being the German language used in the funeral invitation. Finland's war censor after a few weeks released the item to be forwarded.

After the Russian Revolution in March of 1917, the names of the Governor General and his aides were included on the postal item inspection list, whereas previously their mail had been free from inspection. After a few months these persons were arrested and taken by train to Petrograd (later Leningrad, now named St. Petersburg) to be sentenced.

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Transatlantic Airmail Services 1928-1945, Part 2: Catapult, Zeppelin, and British Airways

by David Crotty

Introduction

Compared to the South Atlantic activities described in Part 1 (*PHJ* 149), activities in the North Atlantic were not quite as successful. Catapult operations were limited to very small planes being launched from large passenger ships. Zeppelins visited North America occasionally and were greeted with great enthusiasm, but commercial use was somewhat limited. International politics prevented potentially large operations by airlines like Pan American Airways and Deutsche Lufthansa from starting out when and where these companies might have liked. And the distances were much greater: the development of aircraft that could carry a payload over such an expanse took some time. As with the South Atlantic, the various operations were not truly independent. My purpose is to collect the data from various sources (see listing at end) into one reference article, to help postal historians who are not necessarily specialists in air mail history.

North Atlantic Catapult Flights 1929-1937

There were a number of operations that transferred mail to or from a ship at sea to save some time. One of the earliest experiments involved the cruise liner *S.S. Leviathan* in 1927. The pilot, Clarence Chamberlin, flew a biplane from a platform on the ship for an 80 mile run to shore on July 31, 1927 providing the first successful transfer from ship to shore. Two more experiments included one trip to drop mail to the ship, which failed due to fog preventing the pilot from finding the ship, and later a transfer of mail using a hook.

The *Ile de France* liner was the platform for the next experiments 1928 through 1930. This liner was one of the most luxurious ships in the French fleet. A catapult ramp was built on the ship to launch a small pontoon plane about 200 miles out at sea to allow delivery of mail about 1 day before the liner would arrive in port at New York, Boston or Paris. This was mostly as a perk for passengers, but collectors caught on too. Twenty one launches were made during this period, see Table 1, but the expense of maintaining this kind of service eventually brought it to an end. After one launch in September 1927 near the French coast the plane was forced down and sank after the pilot and mail had been rescued. It is not clear from the records how much mail was carried on these flights.

From 1929 to 1935 two of the North German Lloyd liners *Bremen* and *Europa* were also fitted with catapult launch ramps. Both were considered to be amongst the more luxurious liners. Again, part of the purpose for this was as a service to passengers. The planes would be launched about 900-1200 km from port to deliver mail about 35 to 45 hours before the ships reached the ports. Some of the flights were extended to 2400 km.

From the first flights in July 1929 through the last launches in October 1935, the two ships launched a plane most of the times they approached the U.S. or Europe (March to October). The U.S. port was usually New York with a few dockings at Boston. Similarly, the European port was usually Southampton but there were a few trips that went to Amsterdam. Each launch from 1929 to 1933 was celebrated with a differently designed cachet applied aboard the ships which had fully operational post offices to serve the passengers. The 1934 and 1935 trips used one design for each ship.

There were about 200 launches made in good weather from March to October each year but not during the winter months. After the larger mail weights for the first flights, subsequent flights carried about 12 kg of mail, mostly prepared by passengers. Some commercial mail is to be found in which businesses or individuals took advantage of the faster mail but most of covers in collector hands are unopened souvenir covers. Some of the more expensive covers from these operations were foreign treaty acceptances.

Only one flight during these operations ended with a fatality when a flight from SS. *Bremen* reported a broken oil line and crashed near Sidney, Nova Scotia on October 5, 1931.

The flights were actually operated with assistance from Deutsche Lufthansa and the experience obtained from these launches was used to assist in the construction of the dedicated launch vessels built for the South Atlantic operations.

There were supplementary flights from Köln to meet *Bremen*, *Europa* and their sister *Columbus* to Cherbourg, France for late mail to meet the ships at their last port before crossing the Atlantic. Late mail in the US could be posted at the North German Lloyd dock for a premium. This would be given a special cancel and taken out to the departing ship.

The *Bremen* and *Europa* catapult launches were discontinued at the end of the 1935 season as the *Hindenburg* operations to North America were to begin.

While the South Atlantic catapult operations were used to carry significant amounts of airmail, the North Atlantic operations were very small and never intended as a high volume airmail service.

Table 1 lists the number of launches for the three ships, of which a few for *Bremen* and *Europa* were crashes or interrupted and returned to the ship. *Bremen* had about 11 cancellations and *Europa* had about 19 cancellations for which covers were prepared, then if a particular planned launch did not occur were marked as cancellations and sent on when the ship reached port.

Table 1: North Atlantic Catapult Launches

Year	<i>Ille de France</i>	<i>Bremen</i> *	<i>Europa</i> *
1927	4		
1928	9		
1929	8	9	
1930		18	6
1931		17	15
1932		18	18
1933		16	18
1934		18	18
1935		18	15

*Some Launches Crashed or were Interrupted

North Atlantic Zeppelin Flights 1929-1937

Of all the flying ships that have ever crossed the Oceans, the Zeppelins were by far the most spectacular. They were huge and always got a lot of press when they traveled. They were designed to carry passengers in comfort and could carry a large cargo. In the South Atlantic these airships performed important airmail services and both the *Graf Zeppelin* and the *Hindenburg* became integral parts of the Deutsche Lufthansa schedule. This did not happen in the North Atlantic. There was no partner airline to work with and the visits were limited to Lakehurst, New Jersey after 1933. There were two trips per

month during the May through October season that demonstrated that it could provide service in between many trips to South America.

The *Graf Zeppelin* made only four visits to North America and was immortalized by the issuance of four very popular but expensive 1930 and 1932 US postage stamps, C13-C15, C17, before the elections of the Nazi party in 1933.

- October 11-15, 1928. First Trans-Atlantic Crossing.
- August 8, 1929. Round the World
- May 18 to June 6, 1930. Europe Pan American Round Flight. Germany-South America-North-America-Germany
- October 14 to December 2, 1933. Century of Progress Flight

In between and after these four trips there were numerous visits all around the world. In all there are about 220 collectable covers for major flight segments for the *Graf Zeppelin* and uncountable subtypes.

The much larger *Hindenburg* was commissioned in early 1936 and made a number of test trips before its travels abroad. In 1936 alone the *Hindenburg* made thirteen flights to South America, in some cases as part of the Deutsche Lufthansa schedule, and made 10 flights to North America, Table 2.

Table 2: 1936 and 1937 North American Hindenburg Trips

Date	
May 6-14, 1936	These twice monthly trips between European trips and trips to South America demonstrated that it could become a regular airmail service, except for the fact that the season was limited by the North American winters. The airship continued operations in Europe and to South America between October 1936 and May 1937 when it returned for the 11 th trip.
May 17-23, 1936	
June 9-26, 1936	
June 30- July 6 1936	
July 10-17, 1936	
August 5-11, 1936	
August 14-22, 1936	
September 17-24, 1936	
September 26-October 3, 1936	
October 5-12, 1936	
May 3, 1937	

Zeppelin's lift was the material that burned. In fact it is now believed that the fire was caused by an especially flammable lacquer that was used to cover the cloth skin of the airship. In any case, the fire and the belief that hydrogen was the cause ended the use of hydrogen filled airships. The Germans had to use hydrogen because the US, the major source of non-flammable helium, would not allow the material to be sold to the Germans. The US government also viewed these flights with some nervousness due to the rise of the Nazi party. Newspapers reported the disagreements between Washington and Berlin as well as sanctions that Washington began to impose on Germany as it built its military capacity.

Despite the *Hindenburg*'s short lifetime there are about 64 major trip covers to collect, with numerous variations. In addition there have been multiframe philatelic exhibits dedicated to just one of the flights.

Imperial Airways and BOAC North Atlantic Surveys and Flights

Imperial Airways (BOAC in 1940) had developed an extensive airways network in the East and in Africa along with French, Dutch and Belgian (and other) competitors while PAA, French, German and Dutch airlines were developing operations in the Caribbean and

South America. The possibility of crossing the Atlantic Ocean with commercial airplanes had prompted discussions between PAA, Imperial Airways and the French Aeropostale as early as 1930. Ultimately PAA was prevented from starting services to Europe by political issues between the airlines and the governments of France and the U.K. with the U.S. This prompted Pan Am to turn its attention to the Pacific in 1935. One of the issues was that the British would not allow an American airline to operate to the UK unless a British airline was available to provide competition. By 1936 Pan Am and Imperial signed an agreement that neither would start the operations until both were ready.

In 1937 Imperial Airways began to prepare the harbor at Foynes, Ireland, across the Shannon River from Shannon, Ireland, as a seaplane base and conducted a number of flight tests there. The port of Foynes was chosen because it never freezes over, is protected from Atlantic weather and had a train station and other amenities. However, the flying season in Newfoundland would be shortened due to the much more severe winters.

The Foynes Harbourmaster's Logbooks carefully record all the flights that used this port. There were actually two logbooks. One covered April 1930 through March 1947 that records in significant detail the contents and customs collected for each ship or aircraft. The second covers April 1938 through June 1945 without the contents and customs details. These logbooks were discovered in a storeroom in Foynes as the old terminal building was being renovated for the new Foynes Flying Boat Museum.

Starting 5 July 1937 a trial was conducted with simultaneous flights, Table 3, between New York and Foynes. The Imperial Airways Short S-23 *Caledonia* flew to New York and the PAA Sikorsky S-42B *Clipper III* flew to Foynes. A second trial was conducted starting 30 July 1937 with *Clipper III* and the Short S-23 *Cambria*. The *Clipper III* made two round trips and *Caledonia* and *Cambria* each made three round trips between Botwood and Foynes. When *Cambria* made the third trial it made a tour of Canada as part of the Canadian National Exhibition. On returning to Toronto it landed badly, breaking off one wing float. The replacement had to be sent by sea to New York and by truck to Toronto. The trials were successful but the Short aircraft was not quite capable of carrying a payload for that long route. It appears that none of these flights carried mail because the aircraft were completely stripped down. A story is told that a member of the British contingent very much wanted to take the trip. He was told all the seats had been taken out. He said he would sit on the floor the entire trip. The floor had been removed. The plane was simply full of fuel tanks.

In addition to the flights to Foynes, the *Clipper III* conducted one flight from New York to Lisbon via Horta, Azores on 12 August 1937. This flight also visited Marseilles and Southampton.

Table 3: Caledonia and Cambria Survey Flights 1937

Survey	Itinerary	
1. <i>Caledonia</i>	5 July	Leave Foynes
	6 July	Arrive Botwood
		Continue Montreal, New York, Botwood
	16 July	Arrive Foynes
	17 July	Southampton
2. <i>Cambria</i>	29 July	Leave Foynes

	30 July	Arrive Botwood
	8 August	Leave Botwood
	9 August	Arrvie Foynes
	9 August	Southhampton
3. <i>Cambria</i>	28 August	Leave Foynes
		Botwood, Montreal, Ottawa, Toronto Hamilton, Windsor, Toronto Damaged at Toronto wait for parts.
	28 September	Arrive Foynes
4. <i>Caledonia</i>	13 September	Leave Foynes
	14 September	Arrive Botwood
	24 September	Arrive Foynes

Imperial Airways conducted tests in 1938 with the Short 21 *Mayo* taking off at Foynes Ireland with the smaller *Mercury* attached above. *Mercury* separated and continued the journey directly to Montreal, skipping Botwood, and then to New York. *Mercury* carried 1000 lb of mail. While that worked, it was clear that this was not suitable. By 1939 Imperial Airways had Short S-40 flying boat aircraft that were capable of the journey if refueled after takeoff. The deal was on. Imperial Airways had an aircraft despite the fact that its capacity was considerably less than the huge Boeing B314 that Pan American had just begun to use in the Pacific.

In July 1938 the Air France flying boat *Latecoere 521* visited Foynes. The crew was actually surveying land airports for use by their new Farman planes.

On 20 May 1939 Pan American's *Yankee Clipper* made its first flight to Lisbon and then on to Marseilles. This flight started the PAA service to Europe via Bermuda, Azores and Lisbon, although the flights did not stop at Bermuda for a few months. On June 24 Pan Am's *Yankee Clipper* flew from New York via Sheniac and Botwood to Foynes and then on the Southampton. On July 5, 1939 Imperial Airways flew the same route (with a stop in Montreal) with the Short C-Class S-30 *Caribou*, arriving in New York on July 6. *Caribou* and its sister *Cabot* made eight round trips from August through October 1939, Table 4.

Table 4: Imperial Airways North Atlantic Flights 1939
Southampton, Foynes, Botwood, Montreal, New York

Flight	Flying Boat	Westbound From Southampton	Eastbound From New York
1	<i>Caribou</i>	5 August 1939	10 August 1939
2	<i>Cabot</i>	12 August 1939	16 August 1939
3	<i>Caribou</i>	19 August 1939	23 August 1939
4	<i>Cabot</i>	26 August 1939	30 August 1939
5	<i>Caribou</i>	3 September 1939	6 September 1939
6	<i>Cabot</i>	9 September 1939	13 September 1939
7	<i>Caribou</i>	16 September 1939	21 September 1939
8	<i>Cabot</i>	23 September 1939	28 September 1939

By the time these flights were complete the UK had declared war on Germany. *Caribou* and *Cabot* were used to help Norway defend itself and both were lost there. In 1940 Imperial

Airways became British Overseas Airways Corporation (BOAC) and two Short C-Class S-30 flying boats *Clare* and *Clyde* were used to make five more trips to North America, Table 5. The flights were mostly symbolic, especially after the war had begun.

Table 5: BOAC North Atlantic Flights 1940
Southampton (Poole), Foynes, Botwood, Montreal, New York

Flight	Flying Boat	Westbound From Southampton	Eastbound From New York
1	<i>Clare</i>	3 August 1940	8 August 1940
2	<i>Clare</i>	14 August 1940	18 August 1940
3	<i>Clare</i>	26 August 1940	4 September 1940
4	<i>Clare</i>	13 September 1940	21 September 1940
5	<i>Clyde</i>	4 October 1940	9 October 1940

It is a challenge to find covers that might have been carried on these flights. These thirteen flights carried a mix of cargo but no passengers due to the need to refuel in flight. It is not clear how much mail was actually carried but it is believed that all flights carried some. Except for *Caribou*'s first flight, none of the mail is marked. Since all flights went thorough Montreal items destined for Canada have the diagnostic Montreal cancel. A cover that is dated for one of the flights and was censored in the UK would be a candidate. A little more certainty can be obtained if a comparison of Pan Am flight times and these IA/BOAC flight times and a parallel Pan Am flight did not fly at that time. There is no certainty due to the censorship delays in 1940 as well as the fact that some of the mail was sent by sea due to overloads of the BOAC and PAA aircraft.

BOAC purchased three Boeing 314 flying boats that had originally been ordered for Pan Am, to assist in the British war effort. Records show that there was considerable diplomatic discussion between U.K. and U.S. about how these three aircraft were to be used. In the end the maintenance needs of the aircraft pretty much determined that they would be used around the Atlantic with rather frequent returns to Baltimore for engine rebuilding. While the BOAC use of the Boeing planes may have resulted in some commercial mail being carried, it is generally thought that the most pressing use was for diplomatic personnel, diplomatic mail and materials needed for the war effort.

Pan American Airways North Atlantic Surveys and Operations

Pan American Airways (PAA) and Imperial Airways (IA) started joint Atlantic service in 1937 to Bermuda.

This became the first true North Atlantic scheduled service. On May 25, 1937, the Imperial Airways Short S23 flying boat *Cavalier*, and Pan American's S-42-B *Bermuda Clipper*, left Bermuda and Port Washington at the same time for the first Atlantic survey flights on the route. Table 6 lists the PAA Bermuda surveys. Regular service by both airlines between Bermuda and Baltimore began on June 18, 1937. On January 21, 1939 *Cavalier* was lost on route to Bermuda. This left PAA to continue this service alone.

Table 6: PAA Bermuda Surveys 1937. Bermuda Clipper Sikorsky S-42-B, NC 19735, Commanded by Captains Harold E. Gray and R. O. D. Sullivan

Date	Captain	Route
25-26 May	Gray	Port Washington – Bermuda and return.
29-30 May	Sullivan	Port Washington – Bermuda and return.

05-06 June	Sullivan	Port Washington – Bermuda and return.
08-09 June	Sullivan	Port Washington – Bermuda and return. (w/24 News Personnel)
12 June	Sullivan	Port Washington – Bermuda and return. (w/US Gov. Officials)
		First Commercial Passengers
18 June	Sullivan	Port Washington 18 June to 14 November weekly round trip. Baltimore 14 November to 6 April 1938 Port Washington 6 April 1938 onward.

Source: PAA Records, University of Miami, Richter Library.

After that the *Clipper III* made 4 survey flights to prepare for expected service to Foynes as well as to Lisbon via Bermuda and Horta, Azores. As Capt. Harold E. Gray prepared the Clipper III for one flight on August 16, 1937 the German *Nordmeer* landed at Port Washington. The German aircraft had been launched by the catapult ship *Schwabenland* at the Azores. The German seaplanes *Zephir* and *Aeolus* had made similar catapult flights the year before. After the pilots greeted each other, the *Clipper III* continued on its planned flight to the Azores and then Lisbon without the need of a catapult ship. The *Clipper III* landed at Lisbon a few days later. *Clipper III*, with Captain Gray or Captain Sullivan in command, conducted 4 survey flights in 1937, Table 7.

Table 7: PAA Atlantic Surveys 1937, Clipper III Sikorsky S-42-B, NC 16736, Commanded by Captain Harold E. Gray

Date	Route
June 25	Port Washington-Shediac and return without landing
June 27-29	Port Washington-Shediac-Botwood and return
July 3-18	Port Washington-Shediac-Botwood-Foynes-Southampton and return
July 28-Aug. 7	Port Washington, Shediac, Botwood, Foynes, Southampton and return.
July 28-Aug. 7	Port Washington-Bermuda-Lisbon-Marseilles-Southampton-Lisbon and return

Source: PAA Records, University of Miami, Richter Library.

Deutsche Lufthansa (DLH), after considerable success with commercial catapult flights to South America, was preparing to begin service to North America as well, and had conducted eight trial flights with Dornier 18 flying boats *Zephir* and *Aeolus* using the catapult ship *Schwabenland* in September and October 1936. During these trials DHL requested permission to fly from Botwood, Newfoundland to Foynes but permission was never granted. In 1937 the Blohm & Voss Ha-139 *Nordmeer* flew 14 trial flights assisted by the catapult ships *Schwabenland* and *Friesenland*. The U.S. policy at the time was to impose sanctions in objection for German military buildup. The German company was never given commercial landing rights. A number of very collectable covers were carried on some of these flights.

The Air France Latecoere 521 flying boat made four trips between France and New York between May and July 1939. On one flight the aircraft flew nonstop between New York and Biscarrosse on the French coast, a distance of 3651 miles. This same plane with less powerful engines had flown nonstop to Natal in 1937 and returned over the North Atlantic.

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David Crotty holds a Ph.D. in Chemistry from Wayne State University (Detroit) and retired in 2007 as a research chemist. He has been the editor of the *Meter Stamp Society Quarterly Bulletin* since 2006 and of *The Philatelic Communicator* since 2011. This article will continue in the next issue with Pan American's North Atlantic operations.

American Postal History in Other Journals

by Douglas N. Clark

A large number of articles on U.S. postal history is being published each month. In order to present a useful survey of recent publications, it is necessary to adopt a rather narrow definition of postal history and to present what is more an index than a literary endeavor. Unlike an index, however, the present listing contains very little cross-referencing; so that a reader interested in trans-Atlantic mail should check each geographical location from which such mail might have originated. Editors not finding their publication reviewed here need only make sure the publication is available to the U.S. Associate Editor, at P.O. Box 427, Marstons Mills MA 02648-0427.

General Topics

Auxiliary markings

Returned markings on account of postal strikes or civil unrest, 1968-92, are illustrated in “U.S. auxiliary markings” by John M. Hotchner. *La Posta* 44 No. 3 (Third quarter 2013).

Carriers and Locals

“Gilman’s Express: his route and forwarding labels” by William W. Sammis contains illustrations of several of the labels, including a newly discovered type (1846). *Maine Phil.* (Fall 2013).

Highway Post Offices

Union (Miss.) & Mobile (Ala.) H.P.O. cover is examined in “Highway post offices” by author Nancy B. Clark. The question is whether the cover is a commercial use or a philatelic souvenir of the first trip, September 9, 1946. *Trans Post. Coll.* 64, No. 6 (September-October 2013).

Ocean Mail

France to US cover of 1861, addressed to Samuel F. B. Morse is illustrated and author Drew A. Nicholson reproduces the contents which concerns payment for European patents on Morse’s telegraph. “Samuel F. B. Morse: the man, his invention, and a cover,” *Excelsior!* No. 21 (New Series) (September 2013).

“Thwarted mission to France” by Lawrence Sherman contains an illustration of a 1940 cover from Ohio to France, returned on account of occupation by the Germans and a discussion of interruption of mail to Europe due to World War I. *La Posta* 44 No. 3 (Third quarter 2013).

Post Office History

“The Lovelace post of 1672” by Timothy P. O’Connor describes what the author believes to be the earliest post in the British colonies and the earliest postal marking, a manuscript “B” (presumably a Boston transit marking), applied in summer 1672. It was the establishment of this post that brought the construction of the Boston post road. *Chronicle* 65 No. 4 (November 2013).

The Story of our Post Office is the title of a book by Marshall Cushing, the subject of an 1892 postal card and this article by Charles A. Fricke. The article is titled “A 1-cent advertising postal card unearths a 120 year old book about the Post Office Department.” (Actually the book was unearthed by the postal card plus a trip to the APRL.) *La Posta* 44 No. 3 (Third quarter 2013).

Postal Markings

Bryn Mawr, PA.; Harbor, Ohio; Station 15, Ohio; Germansville, PA; Philadelphia, PA; Papakating, NJ; Boston, Mass (Leavitt postmark); and Boston & Albany RPO all have fancy killers dealt with in “Noted in passing” by Roger D. Curran. *U.S.C.C. News* 31, No. 7 (August 2013).

Cleveland, O.; Danielsonville, Ct.; North Scituate, Mass.; and Sioux Falls, Dak. used killers. *U.S.C.C. News* 31, No. 8 (November 2013).

Railway Mail

Omaha & Ogden R.P.O. E.D. post card, sent from a troop train in 1942 is illustrated and discussed. George Porter, “World War II G.I. on troop train,” *Trans Post. Coll.* 65, No. 1 (November-December 2013).

“Penn Haven & Mt. Carmel RPO” previously unreported marking (1888) is illustrated and discussed by author Harry C. Winter. *Trans Post. Coll.* 64, No. 6 (September-October 2013).

“R.P.O. clerks’ handstamps,” their use and collectability, are the subject of an article by W. Keller. *Trans Post. Coll.* 65, No. 1 (November-December 2013).

“San Francisco Chief” 1954 cover commemorating the train’s first trip is illustrated, with a write-up about the train by author Paul Petosky. *Trans Post. Coll.* 65, No. 1 (November-December 2013).

Spokane, Portland and Seattle Railway mail car is illustrated and its history in service is recalled, 1915-52. William J. Keller, “Information regarding SP&S Ry RPOs,” *Trans Post. Coll.* 64, No. 6 (September-October 2013).

“Unlisted railroad postmarks” (no author specified) is a listing, with illustrations, of several recently discovered agent, station agent and R.P.O. markings, 1872-1913. *Trans Post. Coll.* 65, No. 1 (November-December 2013).

Rates

“First class, drop rate or third class - what difference would it make?” by L. Steve Edmondson contains an illustration of a 1929 Christmas card mailed locally in Bradford, Tenn. and a discussion of drop rate vs. printed matter rate vs. unsealed, etc. *Tenn. Posts* 17, No. 2 (August 2013).

“Retaliatory rates and mail from the maritime provinces” by David D’Alessandris illustrates a December 1848 cover from Halifax, Nova Scotia to New York, charged 24c retaliatory rate and a private ship letter from the same correspondence and date, rated SHIP 21, for 5c domestic + 16c retaliatory ship fee. *Chronicle* 65 No. 3 (August 2013).

Three covers with noncontract ship rates are illustrated and discussed by author Richard F. Winter. First is an 1827 Annapolis ship letter carried from England by the short-lived Annapolis packet service. Second is the earliest recorded Edenton, N.C. ship letter from a Captain who was forced to put in by bad weather. The third cover is postmarked Ridgeway, N.C., was carried to England by a sailing packet and received a Margate ship letter postmark in England. “Some interesting ship letters,” *N.C. Post. Hist.* 32, No. 4 (Fall 2013).

Routes

Canadian provinces had independent postal systems before 1851 and sometimes exchanged mail using routes through the United States. This article deals with such mail, also showing examples from the Red River Colony (later Manitoba), British Columbia

and Vancouver Island, which joined Canada later. David D'Alessandris, "Canadian interprovincial mail via the United States," *Chronicle* 65 No. 4 (November 2013). "Special postal routes," as established, starting in 1832, were to be served by private contractors, compensated at an amount not greater than the postage collected along the route. "Special" post offices were defined to be along these routes. In the present article, "Special post routes & special post offices: local economies & the postal network of the United States in 1860," authors Diane DeBlois and Robert Dalton Harris provide a comparison of the growth of special routes and post offices in Monroe County, New York, versus Boone County, Missouri. *Congress Book* 79 (2013).

Stamps on Cover

1847 5 and 10 cent adhesives on cover from St. Louis to Boston or South Boston, in the Turner correspondence of 1849-51, are the subject of "More on the Turner correspondence" by Gordon Eubanks, Burkhard Krumm and Mark Scheuer. In addition to new data about the stamps on the letters, much information about the writer and addressee are reported. *Chronicle* 65 No. 3 (August 2013).

1869 issue adhesives showing colored killers depicting letters of the alphabet are illustrated both on and off cover. "Colored cancellations on the 1869 series: letters" by Ed Field. *U.S.C.C. News* 31, No. 7 (August 2013).

1869 issue adhesives showing green killers are illustrated both on and off cover. "Colored cancellations on the 1869 series: green cancels of known origin" by Ed Field. *U.S.C.C. News* 31, No. 8 (November 2013).

"Bisection 1c, 3c and 12c 1851 stamps: when were they legal?" by James A. Allen contains the results of the author's examination of postal records in an attempt to find the earliest date they were declared illegal. A letter of December 10, 1851, from the third assistant postmaster general to the postmaster of Newburyport, Mass. yields the earliest date he has found. *Chronicle* 65 No. 3 (August 2013).

Confederate 10c frame line adhesive is shown on two covers, examples of "Georgia adversity covers franked with CSA #10 frame line? a rare usage" by Steve Swain. *Ga. Post Roads* 21 No. 3 (Summer 2013).

"The imperforate 12c stamp of 1851 - summary and update" by James A. Allen is primarily a study of the production of the stamp, but five uses on cover are illustrated, 1851-57. *Chronicle* 65 No. 4 (November 2013).

"U.S. official covers to foreign destinations, 1873-1884" by Lester C. Lamphear III contains a by-department census and a number of cover illustrations. *Chronicle* 65 No. 3 (August 2013).

Uses

"1940 mail to Germany, released 1946" concerns two covers, one to Germany and one to Bermuda, treated as in the title. Jeffrey Shapiro is the author. *Prexie Era* 62 (Summer 2013). 1941

"Los Angeles cover to Bolivia missent to Albania" is illustrated and its travels analyzed by Louis Fiset. *Prexie Era* 62 (Summer 2013).

"James William Denver - his public life" is recounted through correspondence, mostly from Missouri, California and Kansas. Denver, Colorado is named for James W. Denver (1817-1892). *Congress Book* 79 (2013)..

"Second-class matter mailed to APO addresses in WWII" by Tony Wawrukiewicz explains the regulations and shows an example. *Aux. Marks* 10 No. 4 (October 2013).

“U.S. census mail of 1880” by Lester C. Lamphear III explains that there were three methods of franking covers conveying census forms to and from the superintendent of the census: penalty mail, official stamps and a form of free franking. Examples of each are illustrated. *Chronicle* 65 No. 4 (November 2013).

Geographical Locations

Alabama

Somerville is likely the post office that applied “The giant DUE marking” (47x21 mm), as demonstrated by author Francis J. Crown, Jr. Three examples are illustrated, all addressed to Somerville and from three different 1861 origins. *Confed. Phil.* 58, No. 3 (July-September 2013).

California

Fresno and San Francisco bicycle post cover of 1894 is united with its lost stamp via an auction in South Africa. The story is told in “Pumped up for a lost bicycle stamp: a striking California discovery” by Gordon Stimmell. *Chronicle* 65 No. 4 (November 2013).

“Sonora - December 2, 1851” by Wade Saadi contains a thumbnail sketch of the town in order to introduce a pair of 3c 1851 adhesives canceled with a Sonora straightline town mark in blue. *Chronicle* 65 No. 4 (November 2013).

Colorado

“Gold Dirt, Col Ty.” cover of 1861 is illustrated and the town’s geography is discussed in a one page article by Roger Rydberg. *Colo. Post Hist.* 28, No. 3 (November 2013).

“Idaho Springs: The first Placer gold in the mountains” by Bill German describes the origins of the town in 1859 as a gold mining locale. Two postmark reproductions from the Colorado Postal Encyclopedia and a 1903 cover illustration are included. *Colo. Post Hist.* 28, No. 3 (November 2013).

Iliff, Colorado cover, ca1920s, is franked with Nebraska overprint adhesives, leading author Andy Murin to wonder if it is an “Illegal use, or not?” *Colo. Post Hist.* 28, No. 2 (August 2013).

South Water cover of 1872 is illustrated with its contents transcribed. “Colorado Correspondence” by Andy Murin, *Colo. Post Hist.* 28, No. 3 (November 2013).

“Wagon Wheel Gap was a 19th century tourist area” according to author Bill German. Three covers are illustrated, 1877, 1942 and 1952. The first has a manuscript “wwgap” postmark. *Colo. Post Hist.* 28, No. 2 (August 2013).

District of Columbia

Washington, D.C. duplex marking of 1893 with the “I” missing is illustrated and discussed in “Answer to the puzzle” (author not specified). *U.S.C.C. News* 31, No. 7 (August 2013).

Washington, D.C. duplex marking of the 1860s is a “Pearson Hill ‘machine’ in Washington D.C.,” as shown in an earlier article by Bernard Biales. The present article (author not noted) comments on Biales’s research. *U.S.C.C. News* 31, No. 7 (August 2013).

Florida

“Melrose, Florida has a long and colorful history” by Philip Eschbach contains a description of Banana, Florida’s history and postal history and a similar description for nearby Melrose. Covers from both towns are illustrated, 1879-1914. *Fla. Post. Hist. J.* 20, No. 3 (September 2013).

“Nalcrest, Fla.: a community for letter carriers” by Paul Petosky shows a 1913 postmark and identifies the town, organized for retired letter carriers by the National Association of Letter Carriers Retirement Education Security Training foundation. *La Posta* 44 No. 3 (Third quarter 2013).

“Ormond Beach: a winter post office for wealthy ‘snowbirds’” by Charles A. Fricke contrasts the office with the “summer post offices.” A 1907 post card is illustrated. *Linn’s* 86, No. 4428 (September 9, 2013).

“Plymouth -- a very small Florida town” (previously Penryn) by Francis Ferguson contains a discussion of the nature of the town, its industry and its oft-disputed postal history. Six covers are illustrated, 1885-1910. *Fla. Post. Hist.* J. 20, No. 3 (September 2013).

St. Augustine stampless cover addressed to Secretary of War Levi Cass is illustrated in an article by Todd A. Hirn. The postage of 25c was corrected to “free” (with a manuscript “War Dept.”). The contents deal with the sender’s attempts to obtain appointment as head of a new ordnance corps. “An 1832 St. Augustine letter to the Secretary of War seeking work,” *Fla. Post. Hist.* J. 20, No. 3 (September 2013).

St. Johns River postmarks have presented a mystery, since records do not show a post office with that name. In this article, author Deane R. Briggs illustrates an 1882 cover with corner card reading “The Magnolia Hotel St. Johns River, Florida” and a postmark of Green Cove Springs, Florida, indicating that the St. Johns River postmarks were applied at the hotel. *Fla. Post. Hist.* J. 20, No. 3 (September 2013).

Georgia

Athens, Georgia Confederate provisional tete-beche pair on cover and a newly discovered Hillyer Rifles patriotic cover, postmarked Richmond, VA are the subject of “Hillyer correspondence delivers new finds” by Patricia A. Kaufmann. *Confed. Phil.* 58, No. 3 (July-September 2013).

Ft. McPherson to Chicago letter of 1917 bears a CENSORED marking, explained by authors Jesse I. Spector and Robert L. Markovits in “The SMS Kronprinz Wilhelm revisited.” *La Posta* 44 No. 3 (Third quarter 2013).

“Sylvania, Georgia stampless marking found” by Francis J. Crown, Jr. contains an illustration of a recently discovered 1852 handstamp of the town on a stampless cover; the first reported. *Ga. Post Roads* 21 No. 3 (Summer 2013).

“Uti: a two month post office” by Douglas N. and Nancy B. Clark illustrates a cover of 1836, postmarked Uti, a post office existing only from March 9 to May 11, 1836, before being renamed Utoy. *Ga. Post Roads* 21 No. 3 (Summer 2013).

Illinois

Illinois statehood date is December 3, 1818. In “The 195th anniversary of the state of Illinois reflected in postal covers” author Jack Hilbing examines a few Illinois Territorial covers for dates close to the statehood date. The author also illustrates several philatelic covers marking anniversaries of Illinois statehood. *Ill. Post. Hist.* 34, No. 3 (August 2013).

“Belvidere, Illinois auxiliary postal markings” by Timothy G. Wait illustrates a cover sent from Chicago to Belvidere in 1922, with “not in directory,” “return to sender” and other markings. *Ill. Post. Hist.* 34, No. 3 (August 2013).

Chicago postmarks on the 1924 special delivery envelope which bore the ransom note in the famous Leopold-Loeb case show an inconsistency in the time logos. The

inconsistencies are explained as “Postal history solves a mystery: Leopold-Loeb case revisited” by Leonard Piszkiewicz. The article is reprinted from *The United States Specialist. Ill. Post. Hist.* 34, No. 3 (August 2013).

Mechanicsburg cover of 1866 and Chicago cover of 1872 inspire author Mathew J. Morey to write about the addressees, Gen. Samuel Whiteside and William F. E. Gurley. “Illinois postal history: a portal into Illinois historical vignettes and more,” *Ill. Post. Hist.* 34, No. 4 (November 2013).

New Haven, Ill. is the origin or destination of many covers in the Hinch cache. This find and those of Peck, Stow and Wilcox Co., Brand Brewing Co. and the Quinby and Slater correspondences are recalled in “Finds of postal history accumulations” by Jack Hilbing. *Ill. Post. Hist.* 34, No. 4 (November 2013).

Iowa

Beaver City lawyer J.H. Powers wrote of the establishment, moving and renaming of the post offices of Beaver City, Stapleton and Zillo in an 1894 book, quoted by author Terrence Hines with commentary and references to official records, in “Post Offices of Beaver City, 1, Stapleton and Zillo, Iowa,” *Ia. Post. Hist. Soc. Bull.* No. 266 (July, August, September, 2013).

“Makee, Allamakee County, Iowa” by Leo V. Ryan contains a postal history description of the town and its 1852-66 post office. *Ia. Post. Hist. Soc. Bull.* No. 266 (July, August, September, 2013).

Maine

Albion & Wiscasset HPO of 1933, substituting for Albion & Wiscasset RPO after a train wreck, is the subject of “Highway Post Offices” by William J. Keller. *Trans Post. Coll.* 65, No. 1 (November-December 2013).

Belfast origin marking and Augusta forwarding CDS are illustrated on a “Letter to his Excellency the governor of the State of Maine,” (Author is not specified.) *Maine Phil.* (Fall 2013).

Houlton post cards and hotel corner cards illustrate “The Snell House, Houlton, Maine,” in an unsigned article. *Maine Phil.* (Fall 2013).

Maryland

Street car covers of the Towson & Catonsville and Arlington & South Baltimore RPOs are illustrated in “News from the Cities” by David A. Gentry. The former is addressed to Cape Colony, South Africa and the other to Canada, with several forwardings. *Trans Post. Coll.* 65, No. 1 (November-December 2013).

Massachusetts

Boston Circuit RPO (street car) flag machine markings of two different types are shown to be applied on the same car (1906). Cary E. Johnson and Douglas N. Clark, “Two Boston Circuit flags” *Trans Post. Coll.* 65, No. 1 (November-December 2013).

Newton Centre used several different shaded star postmarks in the period 1886-93. Illustrations of examples, as well as non-star killers of the period, are given by author Shawn Pease in “More on Newton Centre postmarks and cancellations.” *U.S.C.C. News* 31, No. 7 (August 2013).

Michigan

“Appleton, Mich manuscript mark of 1887” and a map are demonstrated in an article by Paul Petosky. *Peninsular Phil.* 55, No. 3 (Fall 2013).

“Dearbornville, Mich. Postmaster free frank” (ca1849-53) is illustrated by author C.

Wood. *Peninsular Phil.* 55, No. 3 (Fall 2013).

“Detroit direct transatlantic mail” by Cary Johnson shows the use of DETROIT PAID ALL/DIRECT marking of the exchange office with Britain, 1870-74 and the DETROIT/DIRECT foreign mail office marking, 1875-85. *Peninsular Phil.* 55, No. 2 (Summer 2013).

Ionia postmark is shown on an 1890 cover with illustration of “The state house of correction, Ionia, Mich.” Author is Robert Beasecker. *Peninsular Phil.* 55, No. 2 (Summer 2013).

McMillan straight line postmark on two 1883 postal cards are illustrated by author Cary E. Johnson. Finding the second one prompts the title “Lightning struck twice.” *Peninsular Phil.* 55, No. 3 (Fall 2013).

“Moorestown, Missaukee Co., Mich.” by C. Wood contains an illustration of an 1888 cover with a county postmark with Missaukee County misspelled, as in the title. *Peninsular Phil.* 55, No. 2 (Summer 2013).

Plymouth’s CDS containing the name of postmaster R.L. Root (1868-76) is illustrated and discussed in “The Plymouth, Mich. Postmaster date stamp” by Michael Pappas. *Peninsular Phil.* 55, No. 3 (Fall 2013).

Sylvanus and Wolf Creek are the “Two new territorial towns” reported by author Cary E. Johnson. *Peninsular Phil.* 55, No. 3 (Fall 2013).

New Jersey

Express company items from the Adams Express Co., American Express Co. and National Express Co. are the subject of “Recently discovered private express memorabilia used in New Jersey: Part I” by Bruce H. Mosher. Letters, receipts, and handstamping devices, 1866-1909 are shown. *NJPH* 41, No. 3 (August 2013).

“Free franks of Samuel Southard” by Jean Walton, exhibits ten such frankings, 1823-39, which outline Southard’s political career. *NJPH* 41, No. 3 (August 2013).

“Legislative franks of New Jersey: supplemental information” by Ed and Jean Siskin contains 28 additional listings to add to the census of such covers previously published by the authors, 1801-1911. *NJPH* 41, No. 3 (August 2013).

Traders’ Express Company, operating between Newark, NJ and New York, NY is the subject of a flyer, announcing the formation of the company in 1868. A map and an office label illustrate the story of the company as told by author Bruce H. Mosher. “An announcement from Traders’ Express Company,” *NJPH* 41, No. 3 (August 2013).

“Unofficial registration of New Jersey stampless covers” by James W. Milgram illustrates four covers originating in New Jersey (at Trenton or Newark) sent to Philadelphia and receiving the “R” marking there, 1845-47. *NJPH* 41, No. 3 (August 2013).

Camden postmark is on “Civil War letters: another Camp Ruff soldier’s letter” by Richard Micchelli. The article concentrates on the contents. *NJPH* 41, No. 3 (August 2013).

“Correspondence between New Jersey and Tennessee - accumulated by one postal history collector” by L. Steve Edmondson also appeared in *Tennessee Posts* 17, No. 2, and is reviewed here with that state’s listings. *NJPH* 41, No. 3 (August 2013).

“Hudson Heights: another small post office” by Gene Fricks shows a 1909 cover and several picture post card views. *NJPH* 41, No. 3 (August 2013).

Summit is the subject of “Hometown post offices” by Doug D’Avino. The emphasis is on the postmasters and an 1895 burglary. *NJPH* 41, No. 3 (August 2013).

Tansboro is the address on “Civil war letters: some additional items” donated to the New Jersey Postal History Society by Craig Mathewson. The write-up concerns soldiers’ privilege to send letters unpaid. *NJPH* 41, No. 3 (August 2013).

New York

Cortland used a duplex marking in the latter part of the 19th century, of which author Roger D. Curran asks if the killer is “Hand carved concentric circles?” Comparison with other towns’ manufactured markings is given. *U.S.C.C. News* 31, No. 7 (August 2013).

Hudson covers of 1851 and 1853, sent free to a congressman, are both struck with a HUDSON, N.Y./3 PAID CDS, with the 3 PAID partly off the cover. Author George DeKornfeld proposes that this misplacement of the CDS may be because the letters were sent free and not 3 paid, posing the question: “A Hudson post office clerk: sloppy or precise?” *Excelsior!* No. 21 (New Series) (September 2013).

New York City’s Towers district (area of the first World Trade Center) is the subject of “The 411 of 9/11” by Richard S. Hemmings. Forged stamps and covers and related materials are shown. *La Posta* 44 No. 3 (Third quarter 2013).

Schenectady postal history is explored through 16 exhibit type pages, expounding postal and local history and illustrating covers. “Background of the Schenectady post office exhibit,” *Excelsior!* No. 21 (New Series) (September 2013).

North Carolina

“Pecan, Bladen County: an 18-month office” by Darrell Ertzberger recounts the postal history of the town and shows a map and an 1896 cover. *N.C. Post. Hist.* 32, No. 4 (Fall 2013).

“Red Springs, North Carolina: Flora MacDonald College” by Tony L. Crumbley is a philatelic tour of the K-12 school, with corner cards and picture post cards, 1893-1925. *N.C. Post. Hist.* 32, No. 4 (Fall 2013).

West Raleigh post card of 1918 is seen to be sent by a soldier/student in the SATC (Students’ Army Training Corps). Author Charles F. Hall, Jr., writes about this aspect of “The Great War in Raleigh,” *N.C. Post. Hist.* 32, No. 4 (Fall 2013).

North Dakota

R.P.O.s operating in North Dakota (post-1882) are listed, alphabetically (G-L, also including Drake & Bismarck R.P.O., N.D., omitted from the earlier parts), with dates of operation, some maps and some covers illustrated. Mike Ellingson, “A survey of railway post office operations in North Dakota, Part III,” *Dak. Coll.* 30, No. 4 (October 2013).

Ohio

Ashtabula cover of 1876 is illustrated by author Allison Cusick and the writer and addressee identified as respected anthropologists. “Ashtabula and the bone wars,” *Ohio Post. Hist. J.* No. 137 (September 2013).

Cleveland (local) cover of 1888 has a 1c postage due adhesive which is “Precancelled on the spot,” that is, precancelled with a dated postmark, probably on the date the adhesive was applied. Author is not specified. *U.S.C.C. News* 31, No. 8 (November 2013).

Cleveland letter of September 13, 1813 contains news of the Battle of Lake Erie, three days earlier. Author Matthew Liebson reproduces part of the contents in “Perry’s victory reaches Cleveland,” *Ohio Post. Hist. J.* No. 136 (June 2013).

“Grafton, Ohio, post office and RFD, ca1910” by Jack C. Standen contains a photograph of the post office with postmaster Frank B. Gee and discusses Gee’s career, first as an RFD carrier and then as postmaster. A 1902 Grafton RFD cover is also shown. *Ohio Post. Hist. J.* No. 137 (September 2013).

Isle St. George post office, 1874-2012, formerly North Bass Island, 1864-74, is commemorated in “The closing of Isle Saint George post office” by Allison Cusick. A map, photograph and two covers are illustrated. *Ohio Post. Hist. J.* No. 136 (June 2013).

“Near Monroe” heading is on a letter dealing with the start of the War of 1812. It is “An express letter: written on a drum head,” as partially transcribed by author Alan Borer. *Ohio Post. Hist. J.* No. 136 (June 2013).

“Roundhead: a warrior of 1812” by Alan Borer contains an illustration of a cover (ca1940s) with Roundhead, Ohio postmark and a brief biography of the Indian chief whose name the town bore. *Ohio Post. Hist. J.* No. 137 (September 2013).

Tippecanoe and Tippecanoe City covers, 1867-1975, are illustrated and the town histories are briefly recounted. Allison Cusick, “Too many Tippecanoes!” *Ohio Post. Hist. J.* No. 137 (September 2013).

Toledo letters of 1860, relating to the meat packing industry, are discussed and the writer identified. One faint postmark imprint is visible, leading to author Alan Borer’s title “Joel W. Kelsey’s letter: ghost of a postmark.” *Ohio Post. Hist. J.* No. 137 (September 2013).

“Waynesville postmarks, or, change that date” by Jack C. Standen contains an illustration of a cover postmarked with a ribbon dater showing portions of the previous and next day. Year is ca1876. *Ohio Post. Hist. J.* No. 137 (September 2013).

Westerville postal card of 1909, dealing with library business, leads author Alan Borer to paint a picture of the writer, “Tizra Barnes and the librarian stereotype.” *Ohio Post. Hist. J.* No. 137 (September 2013).

Pennsylvania

Luzerne County is the subject of “2nd update on Pennsylvania manuscript markings, part XV” by Tom Mazza. Postmaster dates with terms in office, dates and number recorded are given, 1801-55. *Pa. Post Hist.* 41, No. 4 (November 2013).

Acahela postal history is updated in “More on the Acahela post office reader responses,” contributed by John Dowd and Charlie Hessler. *Pa. Post Hist.* 41, No. 3 (August 2013).

Chestnut Hill straight line marking of 1842 is illustrated. According to author Rick Leiby it is “A new Chestnut Hill marking.” *Pa. Post Hist.* 41, No. 3 (August 2013).

Exton post card of 1906 illustrates a “New EKU for Exton, Pa. Doane marking” according to author William R. Schultz. *Pa. Post Hist.* 41, No. 3 (August 2013).

“Goshenville, P.O., Chester County, Pa. April 29, 1828-Jan. 15, 1904” by William R. Schultz is an account of the early history and postal history of the town. Two covers are illustrated (both 1859). *Pa. Post Hist.* 41, No. 4 (November 2013).

Philadelphia cover of 1812, free franked by William Henry Harrison, as congressional delegate from Northwest Territory, is illustrated and analyzed by author Alan Borer. “William Henry Harrison: Congressional frank to - where?” *Ohio Post. Hist. J.* No. 137 (September 2013).

Philadelphia Dispatch Post history is recapped from recent articles in *The Penny Post* and

a newly discovered design flaw is illustrated. Vernon R. Morris, “The Philadelphia Dispatch Post,” *C.C. Phil.* 92, No. 6 (November-December 2013).

Philadelphia is probably the origin of a bank note period “‘Screaming eagles’ cover to West Chester, Pennsylvania,” the subject of an article by William Schultz and Dan Haskett. *U.S.C.C. News* 31, No. 8 (November 2013).

Philadelphia street car postmark of the H. & P. R.P.O. is illustrated as the earliest known marking of the line, July 2, 1895. David A. Gentry, “News from the Cities,” *Trans Post. Coll.* 64, No. 6 (September-October 2013).

Philadelphia to West Chester 3 cents postal stationery cover is marked 5 Cts Due and also bears a label on reverse stating that a 5 cent penalty is assessed whenever the postage is insufficient. In “U.S. Notes,” author John M. Hotchner speculates but does not answer the questions raised by the combination of messages on the cover. *Linn’s* 86, No. 4427 (September 2, 2013).

Philadelphia’s role in the 1861 demonitization of stamps and postal stationery and its famous handstamp is the subject of “‘Old stamps not recognized’ Philadelphia handstamp set the standard” by Steve Swain. Several covers with the Philadelphia marking are illustrated, as well as covers with the Pittsburgh and Chicago markings. *Pa. Post Hist.* 41, No. 4 (November 2013).

Shenks Ferry is located and a brief history outlined by author David Latzko. A 1907 cover is illustrated, bearing “The Shenks Ferry Doane cancellation.” *Pa. Post Hist.* 41, No. 3 (August 2013).

Turkshed post office is the address of a stampless cover exhibited by author William R. Schultz, although he states that there was never a listing of such an office. He includes a post card view of the Turk’s Head Inn, from which the name derived. “Turk’s Head - Finally!! Plus dated April 25, 1815 - war rate,” *Pa. Post Hist.* 41, No. 4 (November 2013).

“Uwchland P.O., Chester County, Pa.” by William R. Schultz contains a brief postal history and illustrations of three covers, 1850s-1984. *Pa. Post Hist.* 41, No. 3 (August 2013).

South Carolina

Pocataligo was the southern transfer point and Port Royal the northern transfer point for across the lines mail between the north and south during the war between the states. Author James W. Milgram illustrates a number of covers, southbound via Pocataligo and northbound via Port Royal, including an earlier than recorded southbound letter. “By flag of truce to and from Pocataligo, S.C. and Port Royal, S.C.,” *Confed. Phil.* 58, No. 3 (July-September 2013).

South Dakota

Custer County post offices are listed with a map, early postmaster dates and compensations and a selection of covers, 1877-1971. “A study of Custer County, South Dakota” by Gary Anderson and Ken Stach. *Dak. Coll.* 30, No. 3 (July 2013).

Tennessee

Athens, Sewanee and Harri Athens, Sewanee and Harriman are the postmarks on three examples of “Correspondence between New Jersey and Tennessee - accumulated by one postal history collector” by L. Steve Edmondson. Nine covers from Tennessee and six covers to Tennessee, in the nineteenth century, are in the accumulation. *Tenn. Posts* 17, No. 2 (August 2013).

“Athens, Tennessee town marks, 1830-1853” by Bruce Roberts contains a census of Athens, Tennessee-origin covers recorded by the author for the period. Colors, accompanying rate markings and destinations are reported. *Tenn. Posts* 17, No. 2 (August 2013).

“Chattanooga transit marking,” an 1869 backstamp reading CHATTANOOGA, TENN./ TRANSIT, is illustrated by author L. Steve Edmondson, who includes a discussion of the meaning of such a marking. *Tenn. Posts* 17, No. 2 (August 2013).

Crossville covers of 1902 and 1904 show killers which are “The Crossville, Tennessee crescent moon - a fancy cancel? or just a negative C.” Author is L. Steve Edmondson. *Tenn. Posts* 17, No. 2 (August 2013).

“Nashville’s ‘cockeyed’ target cancellations of 1863” by Jim Cate contains a discussion of different duplex markings, with target killers, displaying different spacing of letters and different orientation of the CDS, relative to the killer. The author credits the late Richard B. Graham with the identification of the different varieties. *Tenn. Posts* 17, No. 2 (August 2013).

Texas

“Adams express company in Texas, 1857-1865” by Larry Ballantyne is a reprint of an article from *Western Express*, March 2012. *Tex. Post. Hist. Soc.* Vol. 38, No. 4 (November 2013).

Fort Waco cover is illustrated and its background is discussed by author Fred Ekenstam. The letter writer was the wife of an Indian agent, whose career in Texas is outlined. “A frontier letter datelined at Ft. Graham and posted at Waco Village, Texas in 1852,” *Tex. Post. Hist. Soc.* Vol. 38, No. 3 (August 2013).

“Oak Cliff, Texas an early Oak Cliff con man” by John Germann contains an illustration of an 1892 cover from Oak Cliff to Melbourne, Australia. The sender, one Ben Austin, made a habit of writing prominent persons requesting autographs under false pretenses. *Tex. Post. Hist. Soc.* Vol. 38, No. 3 (August 2013).

“Oak Cliff, Texas The postmaster and free delivery quest” by Tom Koch and Gene Gaddy recounts postmaster William M. Ward’s attempts to establish home delivery of mail in the town. To do this it was necessary for Oak Cliff to become a branch of Dallas and this was held up by the Pasco Amendment to an 1896 bill in congress. The legalities and final approval of Ward’s proposal are dealt with by the authors. *Tex. Post. Hist. Soc.* Vol. 38, No. 3 (August 2013).

San Antonio and (New) Salem postmarks are seen on covers addressed to Palestine, Texas from the Word family correspondence. Author Patricia A. Kaufmann discusses the family, the role of Texas in the CSA and bisected CSA stamps. She notes the possibility that one of the covers is “A last day cover sent by the Texas Word family?” meaning last day of Confederate Texas. *La Posta* 44 No. 3 (Third quarter 2013).

Vermont

Essex Junction, Pearl St. Sta., Cuttingsville, Derby and double outer circle postmarks are illustrated in “The Post Horn” by Bill Lizotte. *Vermont Phil.* 58, No. 3 (August 2013).

“East Calais wheel of fortune” killer is illustrated on a Bank Note period cover by author Glenn Estus. *Vermont Phil.* 58, No. 3 (August 2013).

Greenwater and its name change to Green River are discussed in “The Greenwater conundrum” by Glenn Estus. A cover and Postal Bulletin listings are illustrated. *Vermont Phil.* 58, No. 3 (August 2013).

“Mallette Bay” postal history is recalled from an earlier article in the same *Philatelist*. Glenn Estus is author of this update. *Vermont Phil.* 58, No. 3 (August 2013).

Sax's Mills and Highgate Springs (1) were small post offices, within one mile of each other.

In "Postal history of Sax's Mills and (1st) Highgate Springs" author Bill Lizotte illustrates covers and discusses the dates of operation (in the 1830s, '40s and '50s) of both offices. *Vermont Phil.* 58, No. 3 (August 2013)

West Charleston cover of 1866 contains a tax information flyer. In "The Taxman cometh," author Glenn Estus discusses the enclosure and the adhesive. *Vermont Phil.* 58, No. 3 (August 2013).

Virginia

Lovington to Lynchburg railway business cover (Orange and Alexandria Railroad) of 1864 is illustrated and discussed in "Civil War railroad business usage" by Louis Hennen. *Trans. Post. Coll.* 64, No. 6 (September-October 2013).

Richmond was occupied by federal troops from April 3 to July 7, 1865, at which time a civilian postmaster was appointed. Since research by Richard Graham, the search has been on for uses in this period, especially prior to the last date. This article by Michael C. McClung is an "Update: early occupation postmarks from Richmond." June 6, 12 and 16 are illustrated. *Chronicle* 65 No. 4 (November 2013).

Journal Abbreviations

Aux. Marks = *Auxiliary Markings*, Anthony Wawrukiewicz, 3130 SW Wilbard St., Portland OR 97219.

Chronicle = *Chronicle of the U.S. Classic Postal Issues*, Michael Laurence, 324 East 41st St., Apt. 1001-C, New York NY10017.

Colo. Post Hist. = *Colorado Postal Historian*, Bill German, 1236 Sequerra St., Broomfield CO 80020

Confed. Phil. = *Confederate Philatelist*, Randy L. Neil, Box 6552, Leawood KS 66206.

Congress Book = *The Congress Book* 2012, Kenneth Trettin, Box 56, Rockford IA 50468.

Dak. Coll. = *Dakota Collector*, Gary Anderson, Dakota Postal History Society, Box 600039, St. Paul MN 55104

Fla. Post. Hist. J. = *Florida Postal History Journal*, Deane R. Briggs, 160 E. Lake Howard Dr., Winter Haven FL 33881.

Ga. Post Roads = *Georgia Post Roads*, Douglas N. Clark, Box 427, Marstons Mills MA 02648.

Ia. Post. Hist. Soc. Bull. = *Iowa Postal History Society Bulletin*, William Dall, Box 1375, Dubuque IA 52004.

Ill. Post. Hist. = *Illinois Postal Historian*, Leonard Piszkiewicz, 951 Rose Ct, Santa Clara CA 95051.

La Posta = *La Posta: A Journal of American Postal History*, Peter Martin, Box 6074, Fredericksburg VA 22403.

Maine Phil. = *The Maine Philatelist*, Max Lynds, Box 761, Houlton ME 04730-0761.

N.C. Post. Hist. = *North Carolina Postal Historian*, Tony L. Crumbley, Box 681447, Charlotte NC 28216.

NJPH = *NJPH The Journal of New Jersey Postal History Society*, Robert G. Rose, Box 1945, Morristown NJ 07062.

Oh. Post. Hist. J. = *Ohio Postal History Journal*, Alan Borer, 568 Illinois Ct., Westerville OH 43081.

Pa. Post. Hist. = *Pennsylvania Postal Historian*, Norman Shachat, 382 Tall Meadow Lane, Yardley PA 19067.

Peninsular Phil. = *The Peninsular Philatelist*, Charles A. Wood, 244 Breckenridge West,

Ferndale MI 48220.

Post. Hist. J. = Postal History Journal, Diane DeBlois and Robert Dalton Harris, Box 477, West Sand Lake NY 12196.

Prexie Era = The Prexie Era, Louis Fiset, 7554 Brooklyn Ave. NE, Seattle WA 98115-1302.

Tenn. Posts = Tennessee Posts, L. Steve Edmondson, Box 871, Shelton WA 98594.

Tex. Post. Hist. Soc. J. = Texas Postal History Society Journal, Tom Koch, 1013 Springbrook Dr., De Soto TX 75115.

Trans. Post. Coll. = Transit Postmark Collector, Douglas N. Clark, Box 427, Marstons Mills MA 02648.

U.S.C.C. News = U.S. Cancellation Club News, Roger D. Curran, 20 University Ave., Lewisburg PA 17837.

Vermont Phil. = *The Vermont Philatelist*, Glenn A. Estus, Box 451 Westport NY 12993-0147.

Arrivals and Departures of Italian Steamers, a Review by Joseph J. Geraci

Storia della Navigazione a Vapore e dei Servizi Postali sul Mediterranee, Volume 1, 1818-1839, by Alessandro Arseni, in Italian, 11 3/4 x 8 1/4 inches, 128 pages, card cover, glued spine. ISBN: 978-88-907450-0-3. Cost: Euros 50 plus postage, inquire first for shipping costs to *The Postal Gazette*, Strada Cantonale, 6818 Melano, Switzerland, or email: arseni@thepostalgazette.com

After twenty years of research, Alessandro Arseni has published Volume I of a projected five part series concerning the steam navigation companies operating on the Mediterranean Sea. Edited by the well known postal historian, Bruno Crevato-Selvaggi, this covers 1818 to 1839 while succeeding volumes will cover further time periods.

Volume I includes tables of dates of arrival and departure of steamers in service, transiting the ports of Marseille, Genova, Livorno (Leghorn), Civitavecchia (Roma), Napoli, Messina, Palermo, Cagliari and Bastia (Corsica), as well as some minor ports. This data was extracted from four major newspapers of the day which published maritime news and consists of about 14,000 sailing and arrival dates. While only about 30% of maritime mail is inscribed with the name of the vessel which carried it, Arseni's research should enable maritime mail collectors to identify the names of vessels for many more letters through the examination of the transit datestamps on the front and back of individual covers. Gaps in dates of arrival and departures where Arseni was unable to locate the appropriate newspaper, or where those issues were no longer in existence, the tables show no dates. However, in some cases, where the speed of the vessel is known, an estimate of the time between the ports, say of Livorno and Genova, can be made with some accuracy, and the dates extrapolated and shown in Italics. Where Arseni has not been able to verify certain dates, he has indicated three dots ...

Much of Volume I consists of histories of the steamship companies and their vessels. Many covers are illustrated in full color, together with postal notices, advertisements of sailing dates, the vessels themselves, people associated with the company and reproductions of postal laws, with applicable postal rates.

I remember visiting Arseni at his office in Milan in 1993, where we discussed this project. For collectors of European maritime mail, these volumes should stand on the bookshelf along side Raymond Salles eight volumes of *La Poste Maritime Française*, Walter Hubbard and Richard F. Winter's, *North Atlantic Mail Sailings, 1840-1875*, and Reginald Kirk's work on the P.& O. Line, as well as his other works concerning British maritime mails.

Foreign Postal History in Other Journals

by Joseph J. Geraci

Frequently, general or specialized philatelic periodicals publish good foreign postal history articles. If one is not a member of that society or does not subscribe to that journal for one reason or another, that particularly useful article may be missed. The purpose of this compendium is to list and briefly describe as many significant foreign postal history articles as we have seen. No doubt there will be other good articles which we have missed that are equally as valuable in postal history content, and we would be obliged if our readers would call them to our attention for inclusion in the next compendium. Thank you for your assistance!

General - Expertising

“Part 1a: Chemical Color Analysis of the 1869 Essays and Forgeries,” by Andreas Burkhardt and Rudolf Lerch, shows by chemical analysis that the composition of the inks used for the original and forged essays of the 1869 Shahis issue of Persia, were quite different and provide a method of differentiating between the two. (*The Collectors Club Philatelist*, Vol. 91, No. 6, November-December 2012. The Collectors Club, 22 East 35th Street, New York, NY 10016-3806.)

Austria

“La famiglia Von Paar da Parre (Val Seriana) ai confini dell’Europa,” by Nevio Basezzi, compiles the history of this family of postal couriers which began its operations in Hungary, Bohemia and adjoining territories, Silesia, and Tyrol, and gradually constructed post roads, purchased a building in Vienna to serve as headquarters for the postal organization and organized further post roads between Vienna-Graz-Lubiana-Gorizia and Venice, with connections to the routes to Rome and Naples, as well as Mantova, Milano, and Torino in northern Italy, 1522-1812. (*Bollettino Prefilatelico e Storico Postale*, No. 172, December 2012. Associazione per lo Studio della Storia Postale, Editor Adriano Cattani, Casella Postale 325, I-35100 Padova, Italy.)

Belgian Congo

“Postal Relationships between Belgian Congo and French Congo,” by John Mayne, carries the discussion made in earlier articles of the same title by Phillippe Lindekins a bit further by considering the roles of the Belgian, Portuguese, German and British sea transport mail lines. (*Journal of the France & Colonies Philatelic Society*, No. 268, June 2013. Secretary P.R.A. Kelly, Malmsy House, Church Road, Leigh Woods, Bristol, BS8 3PG, England, United Kingdom.)

British Guiana

“More British Guiana Covers,” by Charles Freeland, shows some very scarce to rare postmarks from small towns, including Abary, Blaumont, Philadelphia, Richmond Hill, Mariabba and Sparta. (*Journal of the British Caribbean Philatelic Study Group*, No. 248, July-September 2013. British Caribbean Philatelic Study Group, Secretary Mary Gleadall, 394 Kanasgowa Dr., Connestee, Brevard, NC 28712.)

“Another Postally Used M.O.O. Georgetown in 1898 and unrecorded,” by P.J. Ramphal, shows a 2 1/2d. Barbados stamp cancelled on arrival with the rare Money Order Office datestamp of Georgetown, British Guiana, and also two mystery covers posted in 1947, one to the U.S. and the other to Canada, neither being registered, but both bearing a large “R” in circle. (*Journal of the British Caribbean Philatelic Study Group*,

No. 248, July-September 2013. See address of contact under British Guiana.)

British West Indies, General

“The Dated Cancellers, Part 4, The Fleuron Cancellers,” by Roy Bond, continues his study concerning the reasons the “horseshoe” or “fleuron” dated postmarks were brought into service in the United Kingdom and the British West Indies, beginning during the period of the Napoleonic Wars, in 1805. (*Journal of the British Caribbean Philatelic Study Group*, No. 248, July-September 2013. See address of contact under British Guiana.)

“The Dated Cancellers, Part 5, The Fleuron Canceller for St. Vincent,” by Roy Bond, takes the reader through the various peregrinations of this date stamp, 1805-1841. (*Journal of the British Caribbean Philatelic Study Group*, No. 249, October-December 2013. See address of contact under British Guiana.)

Canada

“1839 Amherstburg Freight Money,” by Rob Leigh, presents a letter addressed to Chelsea, London, wherein the author breaks down the charges for postage and money letter fee and describes the route the letter took to get to England. (*PHSC Journal*, No. 154 Summer 2013. Postal History Society of Canada, Back Issues, Gus Knierim, P.O. Box 3044, Stn. C, Kitchener, ON Canada N2G 4R5.)

“Early Trois Pistolets Cover,” by Ed. Matthews, reviews an 1849 cover posted at Trois Pistolets, Lower Canada, addressed to Montreal, which was about 275 miles away, and in those primitive days of mail transport, only took three days for the journey! (*PHSC Journal*, No. 154 Summer 2013. See address of contact under first entry for Canada.)

“More 9d and 15¢ Rate Covers to the West Coast,” by Victor L. Willson and Bill Radcliffe, discuss several covers originating from Upper or Lower Canada, addressed to California or Oregon, and including one which was registered, 1851-1864. (*BNA Topics*, No. 533, Fourth Quarter 2012. Circulation Manager Wayne Smith, 20 St. Andrews Road, Scarborough, ON M1P 4C4, Canada.)

“1861 Registered Letter from UK to Canada West,” by Steven Mulvey, interests the reader by describing the modes utilized to transport this letter, as traced by the datestamps both front and back. (*PHSC Journal*, No. 154 Summer 2013. See address of contact under first entry for Canada.)

“The ‘Grand Old Lady’ of the River,” by Peter McCarthy, looks at the background and history of the Victoria Bridge across the St. Lawrence River at St. Lambert, Canada, and illustrates two covers which crossed the newly opened bridges in January and February 1860. (*BNA Topics*, No. 532, Third Quarter 2012. See address of contact under third entry for Canada.)

“The Post Office at Euphrasia, Collingwood Township, County of Grey,” by Justus Knierim, talks about the first postmaster, who took office in 1848, and the latest recorded broken circle datestamp recorded from this town in 1859. (*PHSC Journal*, No. 154 Summer 2013. See address of contact under first entry for Canada.)

“Preferential Rate Across the St. Lawrence River at Quebec,” by Mark Berner, discusses preferential rate covers between Quebec and Point Levis, 1855-1868, together with a list of known covers. To date, no regulation has been found in the official records to substantiate this special rate. (*BNA Topics*, No. 536, Third Quarter 2013. See address of contact under third entry for Canada.)

“Postal History of Okotoks, Alberta,” by Dale Speirs, traces the history of the pioneer post office of Okotoks, later changed to Dewdney in 1891, and then changed back to Okotoks, 1884-2011. (*BNA Topics*, No. 533, Fourth Quarter 2012. See address of contact under third entry for Canada.)

“The Story of an Arctic Cover,” by Kevin O’Reilly, provides background for the Canadian Arctic Expedition of 1913-1918, arrangements made for outgoing expedition mail and discusses several outgoing covers as well as the routes they took. (*PHSC Journal*, No. 153, Spring 2013. See address of contact under first entry for Canada.) (It should be noted that this issue of *PHSC Journal* is devoted to articles concerning several Arctic expeditions undertaken by Canadian scientific expeditions over the years, 1913-1970.)

“The Mystery of the ‘D.w.’ Covers,” by Chris Hargreaves, totes up the evidence concerning this mysterious boxed handstamp which appears on airmail covers, and some facing slips, addressed to Canadian destinations during the two year period, 1930-1931, the meaning of which is unknown, as well as where specifically it was applied. (*BNA Topics*, No. 532, Third Quarter 2012. See address of contact under third entry for Canada.)

“Annexed Post Offices of Calgary: Montgomery,” by Dale Speirs, provides a snapshot of the background and history of this small office on the Bow River, 1947-2011. (*Calgary Philatelist*, No. 122, August 2013. Calgary Philatelic Society, P.O. Box 1478, Calgary, Alberta T2P 2L6, Canada.)

“P.O.D. Rules and Regulations,” by Gus Knierim, transcribes paragraphs 128 through 140 of the 1948 instructions, indicating how the mails were made up and despatched. (*PHSC Journal*, No. 153, Spring 2013. See address of contact under first entry for Canada.)

“Calgary Post Offices and the Great Flood of 2013,” by Dale Speirs, describes the events of June 20 and 21 and the aftermath, when 190 mm. (about 7.6 inches) of rain fell in the town and 250 mm. (about 10 inches) in the foothills and mountains, causing massive flooding in the downtown core of the city, as well as the effects of this event upon the postal service. Even as late as July 12, about 2000 citizens were still without postal service. (*Calgary Philatelist*, No. 122, August 2013. See address of contact under eleventh entry for Canada.)

Dalmatia

“The Napoleonic Post in the Southern Adriatic, 1806-1813,” by Hans Smith, gives a brief overview of the French occupation of the Dalmatian coast, or “Illyria.” (*Journal of the France & Colonies Philatelic Society*, No. 269, September 2013. See address of contact under Belgian Congo.)

France

“Dumouriez and the Belgian Expedition of 1792-93,” by Stanley Luft, reviews General Dumouriez military career and especially the Belgian campaign, and provides a summary of the very rare postal markings used during that campaign. (*Military Postal History Society Bulletin*, Vol. 51, No. 4, Fall 2012. Secretary Louis Fiset, P.O. Box 15927, Seattle, WA 98115-0927.)

“The Napoleonic Post in the Southern Adriatic, 1806-1813.” (See under Dalmatia.)

“Franco-Prussian War 1870-71: The Siege of Paris Interrupted Mail: Packet Services to and from Calais and Dieppe: A New Look at an Old Issue,” by Philip Mackey, investigates the mail transport arrangements made between the British and French railway companies, and the French and Prussian postal authorities for the free flow of mail matter during the Franco-Prussian War. Several interesting covers and

documents are shown, including one bearing a circular date stamp “Paid/ London Ship Letter/ A/ (date)”, which I do not recall seeing before. (*Journal of the France & Colonies Philatelic Society*, No. 268, June 2013. See address of contact under Belgian Congo.)

“Blindman’s Mail for France and Colonies, 1822-2008,” by Gavin Fryer, looks at the special postal tariffs established for the blind and provides a table of rates and weight steps for blindman’s mail. (*Journal of the France & Colonies Philatelic Society*, No. 269, September 2013. See address of contact under Belgian Congo.)

“WWI - The French Censorship Commission in London,” by Tony Brooks and Graham Mark, write about a French Military Commission for Postal Control opened in London in April 1916 to censor mail arriving from the Americas, Scandinavia, Switzerland and Spain, using censor control numbers (Ouvert/ par l’Autorite Militaire) 901 through 920, and provides a table of known covers bearing these censor numbers, indicating origin, despatch date, destination, date received, transit markings, Ouvert number, locator number, comments and source. (*Civil Censorship Study Group Bulletin*, No. 176, October 2012. Secretary Charles LaBlonde, 15091 Ridgefield Lane, Colorado Springs, CO 80921.)

“*Ligne Noguès - France to Indo-China*,” by John Hammonds, relates the history of this pioneer airline in planning its route to the Far East, 1929 - December 1941. (*Journal of the France & Colonies Philatelic Society*, No. 269, September 2013. See address of contact under Belgian Congo.)

“French Postal Relations with the United Kingdom and Germany, 1939-1945,” by Roy Reader, explains the postal relations of Occupied France with Germany, but not with the United Kingdom, and those of Vichy France with the United Kingdom, but not with Germany. (*Journal of the France & Colonies Philatelic Society*, No. 269, September 2013. See address of contact under Belgian Congo.)

French Congo

“Postal Relationships between Belgian Congo and French Congo.” (See under Belgian Congo.)

Germany

“A Postal History Perspective of the Holocaust, [Part 1],” by Jesse I. Spector and Edwin Helitzer, discuss the gradual implementation of laws and decrees by the Nazis in the territory of the partitioned General Government of Poland, where in early September 1939, the Jewish Councils of Elders were ordered to provide a census of all Jews within their territory, which would later be used to provide names of people to be transported to the death camps, or assist in herding those “selected” on to the trains on the day of deportation. Many Poles and Jews were forced to relocate in the territory of the General Government, where they were physically isolated and deprived of basic services, such as shelter, sustenance, schools, hospitals, health services and even public transportation. Several covers and period photographs are illustrated, 1939-1942. (*The Israel Philatelist*, Vol. 64, No. 4, August 2013. Journal of the Society of Israel Philatelists, Inc., Secretary Howard S. Chapman, 28650 Settlers Lane, Pepper Pike, OH 44124.)

“Mail to Italy from Crete & Aegean After the 1943 Armistice,” by Valter Astolfi (translated by Richard Harlow), provides a broad history of the status of German and Italian troops on Crete after the armistice, identifies the problems of getting mail in and

out and provides a list of German feldpost numbers for troops stationed on Crete. (*Fil-Italia*, No. 154, Autumn 2012. Journal of the Italy & Colonies Study Circle, Secretary Richard Harlow, 7 Duncombe House, 8 Manor Road, Teddington, Middx, TW11 8BG, England, United Kingdom.)

“Deutsche Dienstpost Alpenvorland und Adria, (German Official Mail in Italy 1943-1945) (Part 3),” by Luigi Sirotti (translated by Richard Harlow), illustrates many covers passing through this separate German official postal system established to handle mail sent by official civil offices, business and family letters of ethnic Germans who had volunteered to serve in the armed forces of the Reich, and also provides a useful list of German abbreviations and nomenclature with their translations. (*Fil-Italia*, No. 154, Autumn 2012. See address of contact under third entry for Germany.)

Great Britain

“UK (London) Late Fee Mail to France, 1840-1939,” by Paul Watkins, explains the background behind the late fee charge and provides some points on how that mail can be identified. (*Journal of the France & Colonies Philatelic Society*, No. 269, September 2013. See address of contact under Belgian Congo.)

Grenada

“Grenada First Postage Dues on Cover,” by Hap Pattiz, tells us that the first issue of postage dues are fairly scarce on cover, and the proceeds to regale us with 21 covers bearing singles or combinations of the three denominations. All covers have an explanation of the due charge. (*Journal of the British Caribbean Philatelic Study Group*, No. 249, October-December 2013. See address of contact under British Guiana.)

India

“WWII - Censor India - Type 17a - PASIND Mark,” by Sankaran Viswa Kumar, analyses a few covers bearing this boxed type mark and the circumstances surrounding it in an attempt to understand why it was used and its meaning, and comes to the conclusion that PASIND means “Passed Indian Censorship.” (*Civil Censorship Study Group Bulletin*, No. 176, October 2012. See address of contact under fifth entry for France.)

Israel

“What a Much Traveled Envelope Can Tell Us,” by Yechiel Lehavy, analyses the postal markings and relates the background behind the peregrinations of a letter addressed to a member of the Women’s Corps, Chen, an all female branch of the Palmach battalion fighting on the Egyptian front, December 1948. (*The Israel Philatelist*, Vol. 64, No. 3, June 2013. See address of contact under first entry for Germany.)

“Israel Foreign Postal Rates [to Canada], May 16, 1948 to January 31, 1954 [Part 2a],” by Ed. Croft, illustrates a number of covers showing the surface, airmail and registered letter rates to Canada. (*The Israel Philatelist*, Vol. 64, No. 3, June 2013. See address of contact under first entry for Germany.)

“Israel Foreign Postal Rates [to France], May 16, 1948 to January 31, 1954 [Part 3],” by Ed. Croft, provides two tables and a host of covers illustrating the surface and airmail rates to France, 1948-1953. (*The Israel Philatelist*, Vol. 64, No. 4, August 2013. See address of contact under first entry for Germany.)

“Israel Registered Mail Today,” by Genady Berman, describes the process by which mail is registered today by computerized registration using barcoded registration labels, and illustrates a number of different barcoded labels, and showing the postal tariffs

for inland and foreign registration fees for various services. (*The Israel Philatelist*, Vol. 64, No. 4, August 2013. See address of contact under first entry for Germany.)

Italy

“Salvati 11 uffici postali ‘diseconomici’ della provincia di Palermo,” by Andrea Corsini, looks at several post offices in Palermo province which were opened, but because their operations were uneconomical, were later changed to letter collecting agencies, including Locati, Fasanò, Pianello, Regalgioffoli, San Giovanni Li Greci, and Nociazzi Inferiore, 1913-2001. (*Sicil-Post Magazine*, No. 27, June 2013. Associazione di Storia Postale Siciliana, Secretaria, Viale Regione Siciliana 2217, 90135 Palermo, Italy.)

“La posta aerea e le fonti d’archivio, Ala Littoria - Linee Atlantiche 1938-1940, (terza parte),” by Flavio Riccitelli, continues his story concerning Ala Littoria airline, describing the establishment of a new airline, LATI, (Linee Aeree Transatlantiche Italiane), the refusal of Air France on the route to South America to allow LATI to land at Dakar, the subsequent discussions with Portugal to fly via Cape Verde, and a table of inaugural flights from both Rome and Rio de Janeiro. (*Vaccari Magazine*, No. 47, May 2012. Vaccari s.r.l., Via M. Buonarroti 46, 41058 Vignola (MO), Italy.)

“Il servizio postale regolare della L.A.T.I. sulla rotta Sud-Atlantica (prima parte),” by Flavio Riccitelli, calls the reader’s attention to the history of regular service by LATI beginning in December 1939 and only lasting until December 1941, because of the War. The South Atlantic route was Rome, Seville, Lisbon, Villa Cisneros (Fernando Po), Isola del Sale (Cape Verde), Fernando de Noronha, and Natal to Recife (Brazil). An interesting map shows an extension of the line to Rio de Janeiro, and eventually on to Buenos Aires. (*Vaccari Magazine*, No. 48, November 2012. See address of contact under second entry for Italy.)

“Mail to Italy from Crete & Aegean After the 1943 Armistice.” (See under Germany.)

Japan

“A Major New Maruichi Variation Reported,” by Charles A.L. Swenson, looks into a variation of the Type 6 datestamp in which the characters are oriented vertically, instead of horizontally as was normal, and was used aboard a ship which transported troops, materiel and supplies for the Japanese army in the Boxer Rebellion, 1901. (*Japanese Philately*, No. 396, December 2012. The International Society for Japanese Philately, Inc., Assistant Publisher Lee R. Wilson, 4216 Jenifer Street NW, Washington, DC 20015.)

Japan, Offices in China

“A Tsingtao (Qingdao) ‘First Day’ Postcard,” by James Clark, tells the story of the Japanese occupation of Tsingtao and illustrates a post card mailed at Field Post No. 3 on the first day of the occupation of the city, by a young American journalist traveling with the Japanese army. (*Japanese Philately*, No. 396, December 2012. See address of contact under Japan.)

Lombardy-Venetia

“I rapporti postali del Regno Lombardo Veneto con lo Stato Pontificio, 1815-1866, (settima parte)” by Lorenzo Carra, continues his study of postal relations between Lombardy Venetia and the Roman States, this time with particular reference to the introduction of Sardinian postal tariffs, including the tariffs of the Austro-Italian Postal League, and the use of the issues of Romagna to pay the fees. Many fine covers are illustrated, with explanation of the postal tariffs. (*Vaccari Magazine*, No. 47, May 2012. See

address of contact under second entry for Italy.)

“I rapporti postali del Regno Lombardo Veneto con lo Stato Pontificio, 1815-1866, (ottava parte)” by Lorenzo Carra, advances his study of the exchange of correspondence between Austrian Venetia and the Roman States by way of Switzerland, the Sardinian occupation of the Papal provinces of Marche and Umbria in 1860, and how mail exchange was accomplished. (*Vaccari Magazine*, No. 48, November 2012. See address of contact under second entry for Italy.)

“Le imprese private di trasporto delle persone nel Lombardo-Veneto. Implicazioni sul servizio postale,” by Alberto Longinotti, reviews the various postal laws which determined the limits and the extensions of the State’s postal monopoly for transport of mail and prohibits the establishment of private post stations on post roads. Special requirements were established for omnibuses (which did not change horses) and public coaches (which did change horses). The author provides a method of recognizing letters which traveled either by omnibus or by coach, and gives several examples, 1837-1858. (*Bollettino Prefilatelico e Storico Postale*, No. 172, December 2012. See address of contact under Austria.)

Modena

“I rapporti postali tra il Ducato di Modena e la Francia, 1818-1855, (terza parte),” by Fabrizio Salami, looks into the first postal convention with Sardinia in 1819, and subsequent conventions of 1823, 1829, 1844 and 1854, with special emphasis on their provisions for exchanging mail with France, and provides several tables of tariffs, illustrating various covers with explanations of the tariffs applicable. (*Vaccari Magazine*, No. 47, May 2012. See address of contact under second entry for Italy.)

“Presunte errate tassazioni per lettere provenienti da Parigi a destinazione Massa,” by Giuseppe Buffagni, discusses the presumption of a taxation error on a October 1855 letter originating from Paris and addressed to Massa, and references documents from the State Archives to support his contention. (*Bollettino Prefilatelico e Storico Postale*, No. 171, September 2012. See address of contact under Austria.)

Montserrat

“Crowned Circles of the Caribbean,” by Peter McCann, illustrates rare crowned circle postmarks applied to mail to indicate prepayment of postage. (*The Collectors Club Philatelist*, Vol. 91, No. 6, November-December 2012. See address of contact under General - Expertising.)

Netherlands

“The Dutch Internment Camps During WWI,” by Kees Adema, briefly describes the background behind the establishment of the camps and illustrates two items, one, a letter posted from the island of Urk, and the other a postal card bearing the special label issued to the prisoners, by Dutch authorities. (*The Collectors Club Philatelist*, Vol. 91, No. 6, November-December 2012. See address of contact under General - Expertising.)

Newfoundland

“Unique Newfoundland *Liberty* First-Flight Cover Found,” by John M. Walsh, outlines the flight of the *Liberty* and illustrates the only cover known to have been carried on this flight from Harbor Grace to Copenhagen, Denmark, and forwarded on to Oslo, Norway, by the Danish post, 1931. (*BNA Topics*, No. 533, Fourth Quarter 2012. See address of contact under third entry for Canada.)

“Mail from WWII US Military Bases in Newfoundland, Handled by the Newfoundland Post Office,” by Paul Binney, provides the background behind the establishment of these bases, as well as a map of Newfoundland and Labrador showing where the bases were located together with their APO or NPO number. By agreement with the U.S., mail could also be sent through the civilian postal system to Canadian or Newfoundland destinations, franked with Newfoundland stamps, 1941-1945. (*BNA Topics*, No. 536, Third Quarter 2013. See address of contact under third entry for Canada.)

“A Re-examination and Classification of the GPO Triangles on Naval Mail from HMCS *Avalon*, St. John’s, Newfoundland - Part 2,” by Paul Binney, continues his study to classify the variations of these “Postage Paid” triangular handstamps applied to mail at the Newfoundland General Post Office in St. John’s, 1941-1945. (*BNA Topics*, No. 533, Fourth Quarter 2012. See address of contact under third entry for Canada.)

Palestine

“The Bombing of the *Patria*,” by Robert Waldman, describes the events leading up to the destruction of this ship, intended by the British to carry Jewish refugees from Germany seeking to emigrate to Eretz Israel, from Haifa to the island of Mauritius, 1938. An undeliverable cover addressed to a well-known lawyer and jurist aboard the *Patria* is illustrated. (*The Israel Philatelist*, Vol. 64, No. 3, June 2013. See address of contact under first entry for Germany.)

Persia

“Part 1a: Chemical Color Analysis of the 1869 Essays and Forgeries.” (See under General, Expertising.)

Poland

“A Postal History Perspective of the Holocaust, [Part 1].” (See under Germany.)

Reunion

“Réunion Maritime Postal History: Messageries Impériales/ Maritimes, 1864-1896,” by Peter Kelly, summarizes the history and various changes on the steamer route linking Suez, Reunion and Mauritius. (*Journal of the France & Colonies Philatelic Society*, No. 269, September 2013. See address of contact under Belgian Congo.)

Romania

“Constantinopoli, porto di Galata 1896: l’ufficio postale rumeno,” by Mario Chesne Dauphiné, reviews the brief history of a floating Romanian post office in Constantinople opened on board a steamship of the Romanian Steamship Company, but which was quickly closed down by the Ottoman authorities, after only being in operation for about two months, April-May 1896. Some scarce postmarks are illustrated. (*Bollettino Prefilatelico e Storico Postale*, No. 171, September 2012. See address of contact under Austria.)

Roman States

“Sull’invio di denaro e di valori all’interno dello Stato Pontificio (1815-1870), (prima parte),” by Massimo Manzoni and Michele Passoni, proposes to illustrate the methodology in despatching money and valuables via the postal system to internal destinations within the Roman States, with a number of documents to support their research. (*Vaccari Magazine*, No. 47, May 2012. See address of contact under second entry for Italy.)

“Sull’invio di denaro e di valori all’interno dello Stato Pontificio (1815-1870), (seconda parte),” by Massimo Manzoni and Michele Passoni, discusses the regulations applicable to insured mail, that letters with valuables inside had to be submitted to

the postal clerk open, and upon confirmation, would be sealed with three wax seals on the reverse, and introduces the difference between registered (raccomandate) and insured (assicurato) mail. (*Vaccari Magazine*, No. 48, November 2012. See address of contact under second entry for Italy.)

“I rapporti postali del Regno Lombardo Veneto con lo Stato Pontificio, 1815-1866, (settima parte).” (See under Lombardy Venetia.)

“The Pontifical Zuaves,” by Hector Cairns, explains who the Papal Zuaves were and how they became involved in the defense of the Papal States. Several letters to their parents back home from the Collingridge Brothers (George and Alfred) and John Gallagher, Scottish volunteers to the Papal Army, are transcribed and show something of the strong morale of the troops and the daily life in the Zuaves, 1867-1868. (*Vatican Notes*, No. 354, Fourth Quarter 2012. Vatican Philatelic Society, Secretary, Joseph G. Scholten, 1436 Johnston St. SE, Grand Rapids, MI 49507-2829.)

Russia

“Double Payment for Home Delivery of Money Orders,” by Vladimir I. Venets (translated by David M. Skipton), brings to our notice the fact that delivery of money orders to the recipient’s home was authorized from the very beginning of money order service, in 1896. Upon request, money orders could be brought to one’s home by the letter carrier, if they were not in excess of a certain sum (100 rubles in Moscow). The cost for this service was 10 kopecs, the same amount charged for delivery of money and declared value letters. (*Rossica*, No. 159, Fall 2012. Journal of the Rossica Society, Secretary Dr. Ed. Laveroni, P.O. Box 320997, Los Gatos, CA 95032-0116.)

“Soviet and Russian Federation Mail Surveillance - Part III, From the GUGB to the NKGB (1935 to mid-1941,” by David M. Skipton, continues his study of secret code letters and symbols engraved in Soviet postmarks which identify those letters whereon these postmarks were applied as mail that was opened by the Secret Police for examination. Table VI illustrates and identifies the label and postmark texts for “Received in Damaged Condition” markings, and associates them with the cities where they were applied, wherever known. (*Rossica*, No. 159, Fall 2012. See address of contact under first entry for Russia.)

Russia, Offices in China

“The Stations of the Chinese Eastern Railway on Postal and Telegraph Correspondence of the Russian Empire (Part 2),” by V.G. Levandovskiy, (translated by Matthew Kahane), continues his review of the postal markings used at the various stations along the railway including Tsitsikar, An’da, Kharbin, Shwanchenpu, Kwangchenize, K’ung-chu-lin and Koukiatien, and also provides a table of stations on the southern section of the CER along the Kharbin-Dalny route, 1900-1920. (*Rossica*, No. 159, Fall 2012. See address of contact under first entry for Russia.)

Sardinia

“Tariffe di ‘raggio limitrofo’ tra Sardegna/ Italia e Svizzera,” by Giovanni Boschetti, focuses on the postal rates applicable to mail traveling only a short distance across the frontier based upon the postal conventions, or administrative accords, of 1851, 1859 and 1862 between Switzerland and Italy. Two condensed tables showing the quantity of covers noted from each country, and the tariffs applicable are shown, 1851-1875. (*Vaccari Magazine*, No. 48, November 2012. See address of contact under second entry for Italy.)

Togo

“The Gold Coast-type Cancels of Togo, 1916 - to 1950?” by Bill Mitchell, discusses the similarity of certain Gold Coast type datestamps with those prepared for use in the mandated territory of Togo after World War I. (*Journal of the France & Colonies Philatelic Society*, No. 268, June 2013. See address of contact under Belgian Congo.)

“The French Occupation of Togo - 22 August 1914 to 20 July 1922,” by John Mayne, concerns the reasons for the French occupation of the former German colony of Togo. (*Journal of the France & Colonies Philatelic Society*, No. 269, September 2013. See address of contact under Belgian Congo.)

Turkey

“Constantinopoli, porto di Galata 1896: l’ufficio postale rumeno.” (See under Romania.)

Turks Islands

“Crowned Circles of the Caribbean.” (See under Montserrat.)

Tuscany

“Granducato di Toscana, Tariffe per l’interno e aspetti inediti del sistema postale (1814-1835),” by Fabrizio Finetti, provides two tables of postal tariffs showing various internal rates depending upon the destination, with covers illustrating these tariffs. (*Vaccari Magazine*, No. 47, May 2012. See address of contact under second entry for Italy.)

“Il significato dei cuori di Firenze sulla corrispondenza dei volontari toscani alla prima guerra per l’indipendenza,” by Fabrizio Finetti, seeks to positively identify the meaning and reason for the two heart-shaped handstamps, resurrected in 1848, one bearing “Firenze/6” and the other stating “Firenze/C” and concludes that they were control markings. (*Vaccari Magazine*, No. 48, November 2012. See address of contact under second entry for Italy.)

Two Sicilies - Sicily

“La franchigia nella corrispondenza del circondario di Naro,” by Giuseppe Ardizzone Gullo, studies the use of government seals, handstamps and written endorsements on mail originating from Naro, 1579-1861. (*Sicil-Post Magazine*, No. 27, June 2013. See address of contact under first entry for Italy.)

“Il segno di tassa ‘10’ nei bolli di cammini postali siciliani (1803-1813),” by Giulio Perricone, looks at the periods of use for the handstamp tax numeral “10” found on letters originating from Catania, Licata, Messina, Noto and Siracusa. (*Sicil-Post Magazine*, No. 27, June 2013. See address of contact under first entry for Italy.)

“Su e giu per il Tirreno lungo la rotta commerciale del primo Ottocento,” by Giulio Santoro, dissects the port clearance papers of a brigantine, *La Purità*, which originated from the island of Lipari, bound for Livorno, Tuscany, with a cargo of pumice stone, and now clearing Livorno for Malta, 1839. (*Sicil-Post Magazine*, No. 27, June 2013. See address of contact under first entry for Italy.)

“Sicilia 1859-1860, Corsa da Palermo a Licata, Le officine postali di Naro e Licata, 4a Parte,” by Francesco Lombardo, examines each of the towns individually, together with their dependent communes, illustrating many franked covers and explaining the postal rates shown on them. (*Sicil-Post Magazine*, No. 27, June 2013. See address of contact under first entry for Italy.)

“Sicilia 1859-1860, Il lineare ‘Retrodato’ delle poste sarde su lettera proveniente dalla Sicilia,” by Francesco Lombardo, chooses as his subject a review of those letters

illustrated from Sicily to the Kingdom of Sardinia, which were backstamped “Retrodato” meaning that they were forwarded within the kingdom without additional charge. (*Vaccari Magazine*, No. 47, May 2012. See address of contact under second entry for Italy.)

“Sicilia 1859-1860, La vera storia del timbro ‘Vapore’ usato a Catania anche in base al carteggio La Bella-Papale,” by Francesco Lombardo, takes issue with an earlier article concerning the origins and use of the oval handstamp “Vapore” (steamship) which is an origin marking applied at Catania showing the letter arrived by sea, and only upon arrival by steamer was consigned to the post office at Catania. The author indicates the steamers in use owned by Florio from 1840-1862, the routes taken, ports of call, that the mails were only carried under contract with Florio, and that contrary to what was stated earlier, there were no other private vessels carrying mail. (*Vaccari Magazine*, No. 48, November 2012. See address of contact under second entry for Italy.)

Vatican City

“1 agosto 1929, Le assicurate dalla Città del Vaticano,” by Giovanni Fulcheris, delves into the process of registered and insured letters on the first day of service, 1 August 1929, and the fees for the service. Three fine covers are illustrated. (*Vaccari Magazine*, No. 47, May 2012. See address of contact under second entry for Italy.)

Venetian Republic

“Il corriere di Zurigo, da Bergamo alla Svizzera,” by Adriano Cattani, discusses the events leading up to the establishment of a Venetian courier service between Bergamo and Zurich, describing the route as Bergamo, Como, Chiavenna, Bellinzona, Spluga Pass, Chur, and Wesen to Zurich, and apparently with a deviation to Milan, 1615-1796. (*Bollettino Prefilatelico e Storico Postale*, No. 172, December 2012. See address of contact under Austria.)

“Venezia-Amsterdam in 19 giorni (1767)” by Giorgio Ploumidis, illustrates an interesting map found in the Venetian Archives showing the route between Amsterdam and Venice traveled by the Thurn & Tassis Courier, and showing the towns where he probably stopped for the night. (*Bollettino Prefilatelico e Storico Postale*, No. 171, September 2012. See address of contact under Austria.)

“Percorsi, tassazioni e tariffe postali da e per l'estero. La Posta delle Fiandre, o dell'Impero, o dei Torre e Tasso, (Parte quarta), La Posta di Trento,” by Giorgio Burzatta, leads off with the fact that the Venetian Couriers and the Thurn & Taxis Couriers traveled the same route to and from Flanders and looks at the postal tariffs paid to each service. In a series of letters addressed to Trento, the different rate markings, whether written or handstamped, are identified as to which service applied them, 1596-1775. (*Bollettino Prefilatelico e Storico Postale*, No. 171, September 2012. See address of contact under Austria.)

“Percorsi, tassazioni e tariffe postali da e per l'estero. La Posta delle Fiandre, o dell'Impero, o dei Torre e Tasso, (Parte quinta), Il corrieri di Augusta,” by Giorgio Burzatta, transcribes two documents; one of 1598 which is an Accord with the Tasso family with terms to receive in Verona letters originating from Flanders and the imperial office at Augsburg; and the second dated 1751 being a postal convention between the Imperial Post and the Company of Venetian Couriers to carry letters of Germany, Holland and England. The author illustrates and explains the postal charges on several letters which were carried by the Venetian Couriers, 1598-1792. (*Bollettino Prefilatelico e Storico Postale*, No. 172, December 2012. See address of contact under Austria.)

Society Forum

This space is set aside for commentary, announcements, questions and other information by, for and about members of the Postal History Society. The editors welcome correspondence: Box 477, West Sand Lake NY 12196, <agatherin@yahoo.com>

President's Message, Joseph J. Geraci

Last February, I reported the loss of two members of our official family, Jesse D. Boehret and David L. Straight. Jesse was the husband of our late President, Diane D. Boehret, and David was our Vice-President. At our Annual Meeting at NOJEX this past May, Douglas Clark was elected Vice-President to fill the vacancy left by David's passing.

This year, I have to report that we have lost our Secretary, Joseph F. Frasch, Jr. on 16 October 2013. Joe was only in office for a little less than 17 months, since May 5, 2012. During that brief period of time, Joe performed his duties faithfully. He had a great personality, and while he loved to joke, he always took his Secretarial duties seriously. The Society has lost a good friend and we will miss him greatly. On behalf of the Society and our Board of Directors, I wish to extend our sincere condolences to his wife Cheryl and her family. Rest in Peace, Joe.

We have been fortunate, however, in that Director George McGowan has volunteered to be our new Secretary. He has already assumed his duties, since about November 15, and while this message is a little late, Welcome Aboard, George!!

We also have some wonderful news to report. Jesse Boehret left the Society a most generous bequest of \$14,145.69. Now the Board must determine how best to honor Jesse's memory in light of his action. If any members have any ideas on how we might do that, we would be pleased to hear from them.

I am also pleased to announce that "Interrupted Mail during the Spanish American War" by Yamil Kouri, (*PHJ* 154, February 2013, pp. 2-10) was voted as the Best Article published in the Journal for 2013.

Don't forget that our next meeting will be the Annual Meeting at ROMPEX (Rocky Mountain Stamp Show), in Denver, CO, on May 16-18, 2014. Some years ago, I attended that show with some friends, and really enjoyed it. We will have a Board Meeting and a General Membership Meeting, with a speaker or two on an interesting subject, the title of which will be announced in the future. Plan to join us for "Springtime in the Rockies."

As always, please patronize our advertisers, and tell them you saw their ad in the Journal. They help to bring this Journal to you and keep us financially solvent!

CALL FOR PAPERS: Postal History Symposium

The eighth Postal History Symposium co-sponsored by the American Philatelic Research Library, the American Philatelic Society, and the Smithsonian National Postal Museum will be held September 12 to 14 at the American Philatelic Center, Bellefonte PA, in conjunction with Aerophilately 2014, a national all-air mail philatelic exhibition with FIP recognition and worldwide participation hosted by the American Air Mail Society. The topic: "Development of Transoceanic Air Mail Service" and the deadline for Paper Proposals May 1. See the web site www.stamps.org for more information, or speak to Tara Murray, 814 933-3803 ext. 246.

Joe Frasch 1948-2013

Joseph Frederick Frasch Jr. died October 16, 2013. Born and raised in Columbus, Ohio, he had practiced law there since 1974. He was very active in local stamp clubs, in the American Topical Society, and in the APS. He was an accredited judge and exhibited widely. We were the beneficiaries of his generosity when he stepped in to assume the role of Secretary. Donations in his memory may be made to the Joseph Frasch, Sr. Scholarship Fund at Franklin University.

Stephen I. Prigozy 1931-2013

Steve Prigozy, whose most recent article was published in our last issue, PHJ 156, "Quack Electro-Magnetic Medicine," died in September. He held a BS degree in electrical engineering from Cornell, an MS in electrical engineering from Columbia, and a PhD from CUNY. In college he developed a lifelong interest in the early telegraph and shared that interest with a wide circle of enthusiasts he met at stamp shows and on the internet. Telegraph postal history was his main area of collecting, and he brought up to date the information compiled in the American Stampless Cover Catalog, making it available to collectors through our Society.

A Letter from Ken Martin, APS Executive Director, kpmartin@stamps.org

Just over a year ago David Straight passed away. All of philately lost a wonderful friend and a great postal historian. David's passing occurred just before the 7th Postal History Symposium which was a product of his vision to bring philatelists and academics together.

The APS and APRL would like to memorialize David by establishing a permanent award for the best presentation at the Postal History Symposium. We need to raise \$12,500 to establish an endowment which would generate \$500 a year for the award. Establishing an endowment in David's name would add to the tradition of permanent recognition for other great philatelists such as Barbara Mueller (annual award for best article in The American Philatelist), Charlie Peterson (award for lifelong contributions to philatelic literature) and Tom Allen (best submission to the Philatelic Literature Review).

The APS Campaign for Philately Committee thinks so highly of this idea that all ten members have made personal gifts totaling about \$4,000. Together about 50 St. Louis area friends of David have donated another \$4,000. David was an active member of the Postal History Society and we hope that you will consider making a gift in David's memory to help us finish us this campaign.

Corrigenda

The author of "Freedom of the Press, Burning Mail (1825), Debating Senate" should have read Kevin Kemper.

Daily Bulletins

Alex Palmer contacted us with a question about the early 20th century distribution of letters to Santa Claus. Our suggestion was to look in the Daily Bulletins – and, voila, there was the answer: the orders from the postmaster authorizing the answering of Santa Claus letters in 1912, as well as subsequent expansions of the order to cover December of every year beginning in 1913, and an alert in 1928 urging postmasters exercise caution in giving out the Santa letters. So, here is a reminder of this fully searchable web archive (remembering that a generous donation from the late David Straight allowed our Society to be a sponsor): www.uspostalbulletins.com.

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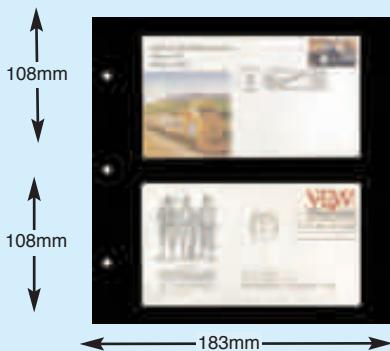
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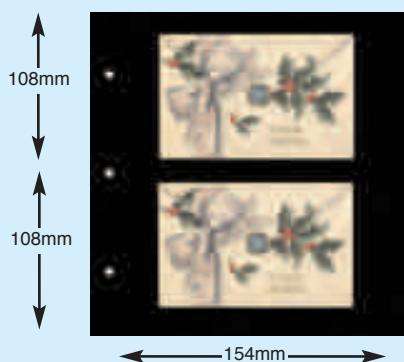
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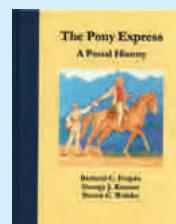
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